

# BIENNIAL REPORT

1957 - 1958



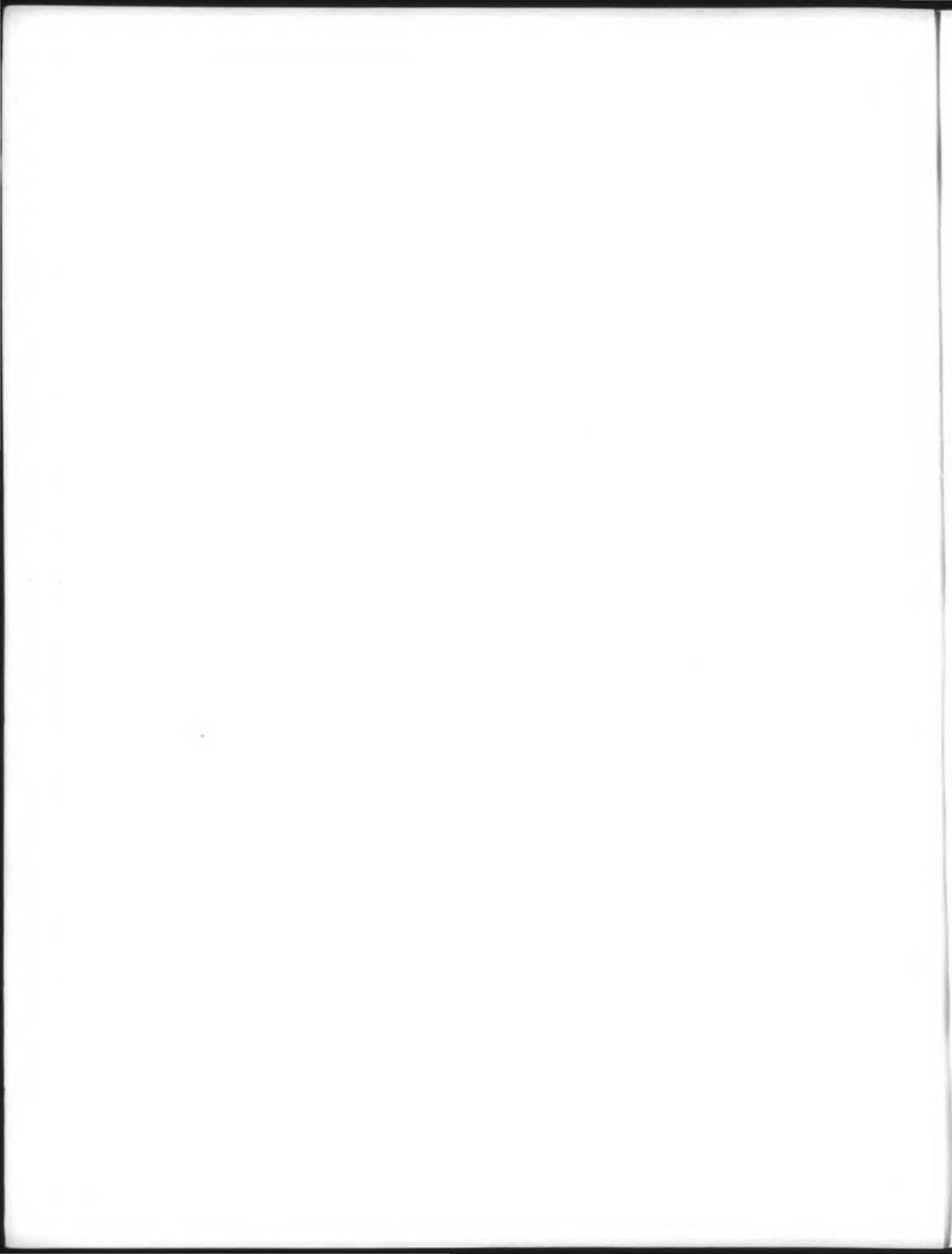
FLORIDA

STATE ROAD DEPARTMENT

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# **TWENTY-SECOND BIENNIAL REPORT**

**OF THE**

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## **STATE ROAD DEPARTMENT STATE OF FLORIDA**



**For the Period  
January 1, 1957 through  
December 30, 1958**

*Prepared by Division of Information and Research  
State Road Department*



## FLORIDA STATE



## ROAD DEPARTMENT

JOE GROTEGUT  
CHAIRMAN

TALLAHASSEE

March 2, 1959

## MEMBERS

ALBERT L. ROGERO      WILLIAM D. SINGER  
CLEARWATER, FLA.      MIAMI, FLA.

EARL P. POWERS      J. ROLFE DAVIS  
GAINESVILLE, FLA.      ORLANDO, FLA.

JAMES E. NELSON, JR.  
ADMINISTRATOR  
DIST. THREE

Honorable LeRoy Collins  
Governor of Florida  
Tallahassee, Florida

Dear Governor Collins:

In accordance with the provisions of the Florida Highways Code of 1955, we respectfully submit the Twenty-Second Biennial Report of the State Road Department of Florida covering the period from January 1, 1957, through December 31, 1958.

I am sure you will find this report most heartening as it reveals that the Department during the last two years has accepted bids on contracts calling for expenditures of approximately \$221,000,000, almost equaling that of the previous four years. But, of even greater interest was the expressed determination of the Road Board to let to contract during this year and next highway projects totaling about \$389,000,000. The four year total almost will equal all contracts let in the previous 43-year history of the Road Department.

As you peruse this report, which depicts sound progress for the biennium, I am sure you will be aware, as is the Road Board, that it could not have been accomplished if the State Road Department had not received the most sincere cooperation from the Governor's Office, the Legislature, the various County Commissions, the Bureau of Public Roads, and the Contractors who actually built our highways.

Faithfully yours,

JOE GROTEGUT  
Chairman



#### FLORIDA ROAD BOARD

This is a photograph of the Florida Road Board with Chairman Joe Grotegut, center, representing District 3. Standing, left to right are: J. Rolfe Davis, Orlando, District 5; Albert L. Rogero, Clearwater, District 1; Earle P. Powers, Gainesville, District 2; William D. Singer, Miami, District 4.

### STATE ROAD DEPARTMENT OF FLORIDA

JOE GROTEGUT, *Chairman*

MEMBER DISTRICT 3, TALLAHASSEE

ALBERT L. ROGERO, *Member*  
DISTRICT 1, Clearwater

EARLE P. POWERS, *Member*  
DISTRICT 2, Gainesville

WILLIAM D. SINGER, *Member*  
DISTRICT 4, Miami

J. ROLFE DAVIS, *Member*  
DISTRICT 5, Orlando

JAMES E. NELSON, JR., *Administrator*  
DISTRICT 3, Pensacola

L. A. FRALEIGH, *Secretary*

CHARLES T. BOYD, JR. (Jacksonville)  
ATTORNEY

ROSS H. STANTON (Tallahassee)  
RESIDENT ATTORNEY

WILBUR E. JONES (Tallahassee) ADMINISTRATOR, INTERSTATE PROGRAM

#### ENGINEERING DIVISION

A. C. CHURCH, *State Highway Engineer* ————— Tallahassee

H. W. OVERSTREET, *Deputy State Highway Engineer* Tallahassee

#### ASSISTANT STATE HIGHWAY ENGINEERS

W. E. DEAN, *Structures* ————— Tallahassee

A. L. WEST, *Planning* ————— Tallahassee

R. C. BANNERMAN, *Maintenance* ————— Tallahassee

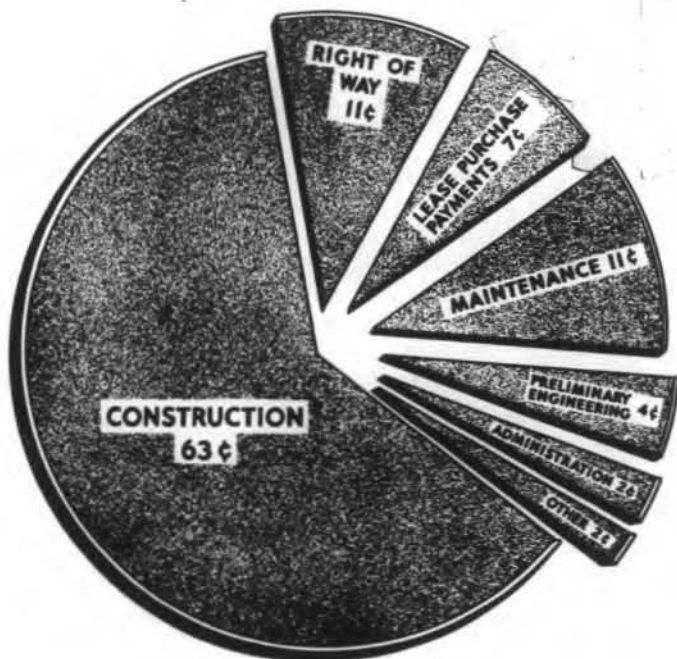
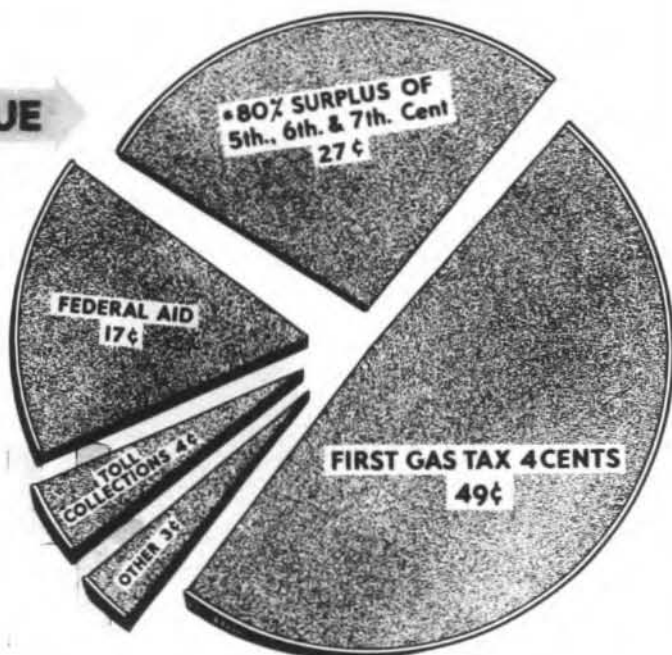
F. A. SEAY, *Construction* ————— Tallahassee

# THE 1957 - 58 HIGHWAY DOLLAR

## SOURCES OF REVENUE

1. GASOLINE TAX (7¢ Per Gallon)
2. FEDERAL AID
3. TOLL COLLECTIONS
4. MISCELLANEOUS

\* Remaining 20% disbursed to Counties for their unrestricted use on roads.



## HOW EXPENDED

## DEPARTMENTAL ENGINEERS

H. E. LEWIS, *Interstate Engineer (Construction)* ..... Orlando  
 CHARLES HOPKINS, *Interstate Engineer (Operations)* ..... Tallahassee  
 W. B. MCGEE, *Engineer of Construction* ..... Tallahassee  
 C. W. FIELDING, *Engineer of Construction* ..... Tallahassee  
 ROLFE MICKLER, *Engineer of Maintenance* ..... Tallahassee  
 J. P. HERNDON, *Engineer of Maintenance* ..... Tallahassee  
 C. H. REGISTER, *Engineer of Road Design* ..... Tallahassee  
 T. W. JENNINGS, *Engineer of Bridge Design* ..... Tallahassee  
 A. S. COX, *Engineer of Structures* ..... Tallahassee  
 C. J. SCHENCK, *Engineer of Drainage* ..... Tallahassee  
 M. A. CONNER, *Engineer of Traffic and Planning* ..... Tallahassee  
 J. B. WADSWORTH, *Engineer of Contracts* ..... Tallahassee  
 R. E. ARNOW, *Engineer of Estimates* ..... Tallahassee  
 J. D. COOKE, *Engineer of Federal Aid* ..... Tallahassee  
 H. C. WEATHERS, *Engineer of Materials and Tests* ..... Gainesville  
 J. S. BEAZLEY, *Engineer of Photogrammetry* ..... Tallahassee  
 R. G. L'AMOREAUX, *Programming Engineer* ..... Tallahassee  
 T. L. BRANSFORD, *Engineer of Research and In-Service Training* ..... Gainesville  
 M. N. YANCEY, *Engineer of Right-of-Way* ..... Tallahassee  
 HORTON BUCHAN, *Engineer of Secondary Roads* ..... Tallahassee  
 G. O. VICKERY, *Engineer of Specifications* ..... Tallahassee

## FIRST DISTRICT

H. M. JOHNSON, *District Engineer* ..... Bartow  
 M. L. KIMBLE, *Ass't. District Engineer (Construction)* ..... Bartow  
 D. F. TURNBULL, *Ass't. District Engineer (Maintenance)* ..... Bartow  
 J. H. DOBBINS, *Ass't. District Engineer (Operations)* ..... Bartow  
 T. O. PERRY, *Ass't. District Engineer (Planning)* ..... Bartow

## SECOND DISTRICT

J. A. BREWER, *District Engineer* ..... Lake City  
 W. G. GOODWIN, *Ass't. District Engineer (Construction)* ..... Lake City  
 J. D. JOHNSON, JR., *Ass't. District Engineer (Maintenance)* ..... Lake City  
 J. D. WARD, *Ass't. District Engineer (Operations)* ..... Lake City  
 J. W. BROWN, *Ass't. District Engineer (Planning)* ..... Lake City

## THIRD DISTRICT

G. L. DICKENSON, *District Engineer* ..... Chipley  
 A. C. CAWTHON, *Ass't. District Engineer (Construction)* ..... Chipley  
 S. D. HALL, *Ass't. District Engineer (Maintenance)* ..... Chipley  
 W. H. SEAY, *Ass't. District Engineer (Planning)* ..... Chipley

## FOURTH DISTRICT

WINSTON CARLTON, *District Engineer* ..... Fort Lauderdale  
 F. E. CULLUM, *Ass't. District Engineer (Construction)* ..... Fort Lauderdale  
 K. S. STORTEN, *Ass't. District Engineer (Maintenance)* ..... Fort Lauderdale  
 P. L. RIDDELL, *Ass't. District Engineer (Operations)* ..... Fort Lauderdale  
 C. E. DAVIDSON, *Ass't. District Engineer (Planning)* ..... Fort Lauderdale

## FIFTH DISTRICT

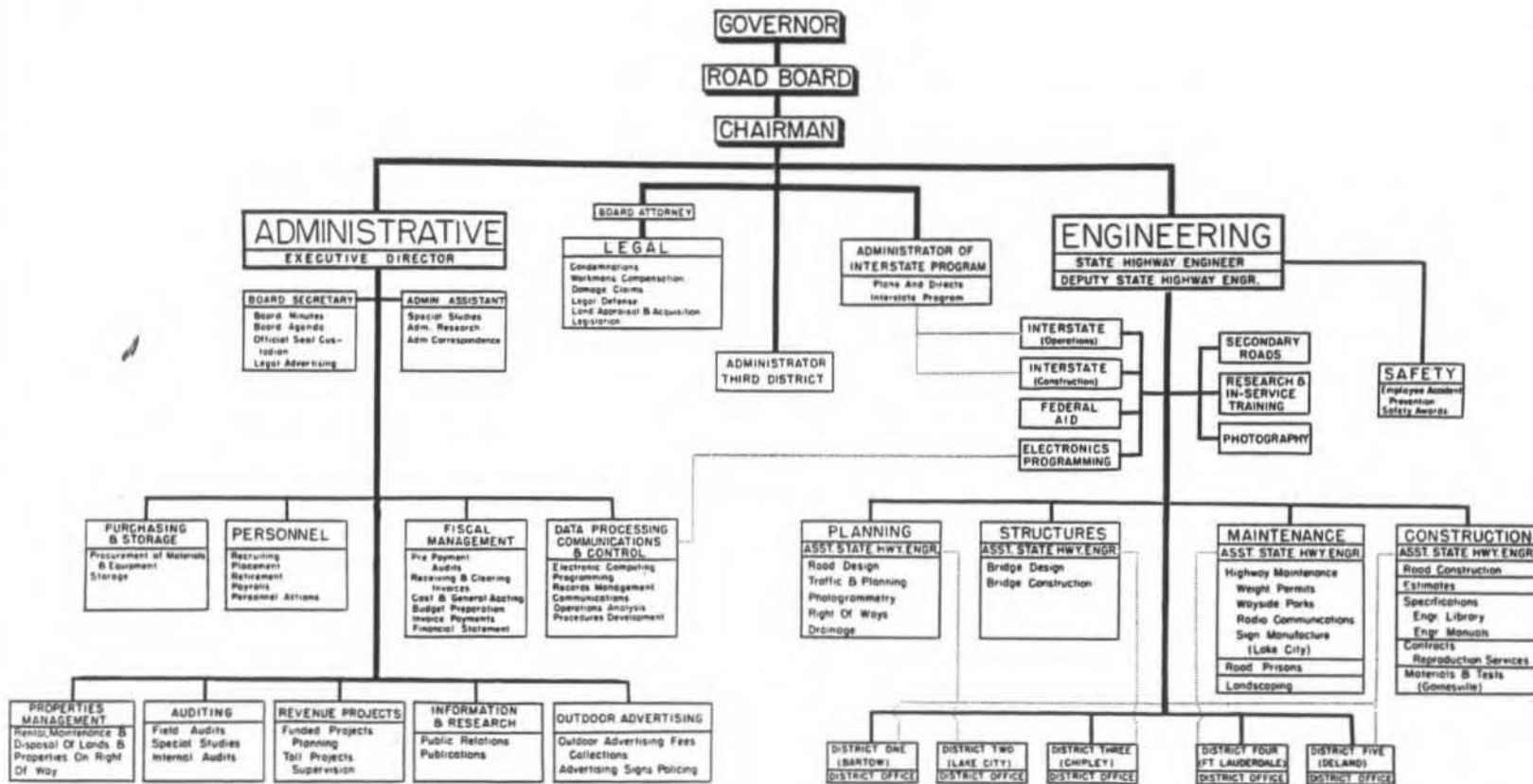
RICHEY GREEN, *District Engineer* ..... DeLand  
 P. J. WHITE, *Ass't. District Engineer (Construction)* ..... DeLand  
 T. C. LUSTER, *Ass't. District Engineer (Maintenance)* ..... DeLand  
 C. A. BENEDICT, *Ass't. District Engineer (Operations)* ..... DeLand  
 J. H. HANNA, *Ass't. District Engineer (Planning)* ..... DeLand

## ADMINISTRATIVE DIVISION

RALPH DAVIS, *Executive Director*

FRANK GILES, *Director of Personnel* ..... Tallahassee  
 H. E. HELTON, *Comptroller* ..... Tallahassee  
 GORDON R. ELWELL, *Director of Information and Research* ..... Tallahassee  
 E. V. FISHER, *Director of Outdoor Advertising* ..... Tallahassee  
 L. W. GRIFFITH, *Director of Road Prisons* ..... Tallahassee

R. M. HARTSFIELD, *Director of Revenue Projects* ..... Tallahassee  
 L. K. IRELAND, *Director of Purchasing and Storage* ..... Tallahassee  
 ALTON REVELL, *Director of Safety* ..... Tallahassee  
 DEAN WENTWORTH, *Auditor* ..... Tallahassee  
 ROLAND BAGGETT, *Data Processing Director* ..... Tallahassee  
 MILLARD DAVIDSON, *Properties Manager* ..... Tallahassee



FUNCTIONAL ORGANIZATION CHART  
FLORIDA STATE ROAD DEPARTMENT

JULY 15, 1956



This modern, four-laned, divided highway approach to the State Capitol in Tallahassee is an example of the four-laning program being done by the Road Department over the entire state. It was completed in 1958. The approach, U. S. 27, has been named the Apalachee Parkway. It will be landscaped.

## FLORIDA'S GREATEST ADVANCE IN ROAD BUILDING

In the last two years, the State Road Department has made the greatest progress in its 44-year history in meeting the road-building needs of Florida—one of the fastest growing states in the nation.

During this biennium, in its efforts to meet present needs and cut down highway deficiencies accumulated over the years, the Road Department accelerated sharply its pace of construction. And, as the biennium drew to a close, it was apparent that noteworthy achievements had been gained and even greater progress is anticipated in the next two years.

This activity for the two-year period of 1957-1958 resulted in bids received on 542 contracts, totaling approximately \$221,217,000. This almost equalled the amount of \$232,261,543 for the previous four years.

The Department plans to let to contract before the end of 1960 projects totaling more than \$400 million, or almost double the record years of 1957-58.

At the close of 1958, the Department had constructed or reconstructed a total of 1,330 miles on the primary and secondary highway systems. Of this, 804 miles was on the primary system and 526 miles on the secondary system.

### Road Mileage Increases

New mileage added to the state's highway system during this biennium increased the state maintained system to 14,275 miles as compared to 13,738 at the close of the last biennium, January 1, 1957. Of this, 10,316 miles was on the primary system and 3,959 on the secondary system.

Construction advanced considerably on Florida's portion of the huge Interstate system which will total 1,164 miles when completed.

At the end of 1958, the Road Department had obligated \$105,671,433 for work on 112.09 miles of Interstate routes, while construction plans were well underway on an additional 234.8 miles, expected to cost \$359,493,000. Surveys were being made on 105.5 miles more, to be constructed at a cost of \$84,330,000.

Greater mileage might have been put under construction but the Road Board felt it was sound to relieve critical traffic problems in urban areas first, starting on several expressways which will tie

into, and be a part of, the Interstate system. Work on planning and constructing the expressways is necessarily much more complicated and slower than on freeways in rural areas. However, substantial and satisfactory headway has been made on the expressways.

### Four Laning Advanced

An important contribution to the state's highway system was the increased pace of four-lane construction. During the biennium, a total of 225 miles was four-laned. Another 159 miles was under construction at the end of 1958.

The most imposing four-lane project was U. S. 1. During the two years, a total of 72.90 miles was placed under construction. As of December 31, 1958, a total of 306.02 miles of U. S. 1 had been four-laned, 37.17 miles were under construction, and 58.33 miles were budgeted for early construction. When the project is complete, there will be 401.52 miles of four-laned highways, reaching from the Georgia state line to Florida City, south of Miami. It will be one of the longest four-laned freeways in the United States.

Much of the highway dollar is devoted to the construction and maintenance of 2,800 bridges over Florida's thousands of waterways. Five of the major structures on which construction was started during the last two years will exceed \$40 million. All of them are vital connecting links to important highways.

### Millions for Bridges

Most expensive will be the Third Tampa Bay Bridge and approaches, costing nearly \$16 million. It will be part of the Interstate system. The new Pensacola Bay Bridge will cost more than \$8 million. The West St. Andrews Bay Bridge, replacing the antiquated Hathaway Bridge on U. S. 98 near Panama City, will run in excess of \$4½ million. The Interstate bridge over Lake Monroe—near Sanford—will cost \$1½ million. In Miami, the 36th street bridges and approaches, connecting Miami's expressway to Miami Beach, amounts to \$10 million.

The mounting problems imposed on the staff of the State Road Department by the augmented program of road construction necessitated changes in the functional organization.



Perhaps the most important of these changes was the decision to appoint a chairman of the Road Board whose responsibility would be statewide, and who would be relieved of the duties of representing a district as a member. To accomplish this under existing law, the position of Administrator of District 3 was created. This permitted the appointment of a Chairman who, legally, is a member of the Board from District 3, but whose duties as board member are handled by the District administrator.

#### **New Post Created**

Another major change was creation of a position of Administrator of the Interstate Program with two engineers assigned to direct the operational and construction activities.

The Engineering Division was reorganized. In addition to the three divisions of Planning, Construction, and Maintenance, a fourth — Structures — was added with responsibility for bridge design and construction.

On the administrative side of the Department, under the supervision of the Executive Director, a new division of Data Processing, Communications and Control was set up. Functions of this division included direction of programming and operating all conventional electronic equipment and the electronic computer, records management, communications, operations analysis, and procedures development.

As a result of problems arising from the Department's acquisition of rights-of-way for future construction, it was felt necessary to establish a division to supervise and dispose of the numerous improved properties acquired in right-of-way purchases, or rent them until they were ready for disposal. This is called the "Properties Management" division.

#### **Board Adds Facilities**

The expanding activities of the Department during the two year period made it imperative to obtain additional physical facilities. It had long been necessary to rent offices nearby and in downtown Tallahassee to prevent continued overcrowding in the Holland Building. During 1958, the Department acquired the Caroline Brevard school across the street from the Holland Building for \$490,000. Plans were made for air conditioning and renovating the building to house several Department activities. It was anticipated that per-

sonnel would be able to move into the structure by fall of 1959.

The following gives in more detail the activities of the major divisions of the Road Department for the biennium:

### **ENGINEERING**

*Traffic and Planning* — The Highway Act of 1956 called for certain studies and investigations to be made by the Bureau of Public Roads and State Highway Departments.

These studies included a classified motor vehicle data study to determine the users of the highways by commercial interests; a study to determine the costs of needed construction and maintenance requirements for Federal aid roads and state roads and streets to provide an adequate system of highways for present and future needs; and a study to determine an estimate of gross vehicle and axle weight magnitudes and frequencies; also gross ton-miles for cargo vehicles.

The Act also required submission of the Interstate System location, along with details concerning cost and traffic in a short period of time. The division provided traffic estimates while the district offices prepared location and cost estimates.

#### **Interstate Studies Made**

Traffic studies were made for portions of the Interstate Highway System in Hamilton, Alachua, Columbia, Escambia, Leon, Volusia, Seminole, Orange, Polk, Osceola, Hillsborough, Pinellas, Palm Beach, Duval, and Dade counties. The Division also made comprehensive traffic surveys in Pensacola, Escambia County, Palm Beach County, Tampa, Kissimmee, Venice, Pinellas County, St. Petersburg, Leon County, Tallahassee, Lakeland, Panama City, Orlando, St. Petersburg Beach, and Jacksonville.

In the field of traffic safety, 910 speed zones were studied and approved, 291 intersections had official studies made for traffic signals and about 120 intersections were channelized.

The Department for the first time began purchasing traffic signals and during the two years spent \$100,000 for this purpose.

A special survey was made in Brevard county, and about \$100,000 was spent for extraordinary traffic control measures needed as a result of activities in the Cape Canaveral area.





Here is an aerial photograph of U. S. 1 south of Miami. The entire length of U. S. 1 from the Georgia line to Florida City, south of Miami, is now being converted to this type of facility. As of January 1, 1958, a total of 306 miles had been completely four-laned, 37 miles were under construction, and another 58 budgeted.

#### Road Needs Total \$1 Billion

Highway needs studies, which are the basis of allocation of primary money to the various districts, were made and brought up to date. Estimated needs were approaching the billion dollar level and appeared to be on the increase.

**Rights-of-way section**—This section processed 500 right-of-way maps during the biennium and 205 condemnation proceedings were handled, together with thousands of deeds and instruments. The section keeps permanent records of all official maps, plats, title information, deeds and other documents and data pertaining to the right-of-way acquired. The policy of the Department is that all right-of-way for primary and secondary roads be furnished by local governmental units, mainly counties. Right-of-way for the Interstate System is acquired directly by the Department. The Department prepares all instruments of conveyance and arranges for all appraisals of property. The policy of the Department, where any of the gasoline tax funds are expended for rights-of-way, is that the purchase price or damages paid are based upon an

approved appraisal. The Legal Division was assigned the duties of land acquisition, and handles all appraisals, negotiations, purchase and condemnation proceedings.

#### New Section Organized

**The Photogrammetric section**—This section was organized in April, 1957, and since that time has photographed and compiled aerial photo-maps of proposed Interstate System routes; photographed and compiled large-scale photo-maps of 752 linear miles of additional highways; compiled, drafted and published a new official highway map; photographed and compiled detail maps of 36th Street in Miami, necessary for Express Highway design, plus numerous smaller areas; and compiled and published new county maps of Dixie, Gadsden, Hamilton, Hardee, Lake, Suwannee and Taylor counties.

**Structures**—During the biennium, the Bridge Design section completed plans to the contract stage for 130 bridges with a total length of 52,448 feet, or approximately 10 miles, for a total contract cost of \$22,710,000. At the end of the two-year

period, the Design section had completed plans for 48 bridges and partially completed plans for 49 more. The estimated cost of these structures will be about \$16,000,000.

The structures handled through the design stage varied from small secondary bridges of about 50 feet in length and a value of about \$10,000 to the three-mile, \$8½ million crossing of Pensacola Bay.

During this time the Bridge Design section administered the preparation of plans for 377 structures by 23 firms of consulting engineers. Of these 377 structures, 349 with an aggregate length of 40,121 feet, have been completed to contract stage at a total cost of \$25,954,000. Plans for twenty-eight structures with an aggregate length of 11,552 feet and estimated value of \$5,000,000, are in various stages of completion by the consultants.

#### **New Methods Introduced**

Several new and important methods and techniques were introduced. Foundations on large diameter cylinder piles were introduced to Florida work on the St. Andrews Bay Bridge at Panama City in late 1956. The work was carried out through 1957 on this project without difficulty or unforeseen contingencies and resulted in a highly satisfactory foundation.

In the Pensacola Bay Bridge, alternate plans were prepared based on conventional 24" concrete piles and on cylinder piles and the latter type again won the cost competition. While their use on future work probably will be limited to the larger bridges warranting the use of rather expensive plants and equipment, it is expected that further use will be found for these heavy foundation members.

The use of prestressed concrete, starting in the early fifties, has grown until it is the predominant type of concrete construction in Florida bridges. Within the last biennium, prestressed concrete beams have almost entirely replaced steel I beams in bridge spans up to about 100 feet in length. The recent adoption of standard sections for prestressed box beams and flat slabs by the Bridge Committee of the American Association of State Highway Officials undoubtedly will add to further use of this type of construction.

#### **Bridge Parts Precast**

In the Pensacola Bay Bridge, the practice of precasting complete bridge parts combined with

prestressing reached a new high in this practice. In this bridge, complete spans 60 feet in length to accommodate four lanes of traffic will be constructed in the contractor's plant in two units weighing about 160 tons each. These will be transported about 200 miles by barge and set in place as finished bridge decks.

**Maintenance** — Florida's highways were maintained during the biennium at an average annual cost of \$1,030 per mile on the primary system and \$500 per mile on the secondary system. The maintained system includes approximately 130 miles of various types of bridges, 152 movable draw spans and 389 bridge tenders for their operation. To maintain the highways requires a labor force of 3,300 persons in addition to approximately 1,860 prisoners. The division utilizes 1,950 pieces of automotive vehicles, 220 mowing units and many other varied pieces of heavy equipment.

**Road Prisons** — At the close of the biennium, the Department operated 35 prison camps, with approximately 7 prisons in each of the five districts, and an average of 51 prisoners per camp. The cost of the prisoners over the past years has shown a gradual increase with an average cost of 90¢ per productive hour of labor on the road at the close of the two year period. This rise was due primarily to reconstruction of several of the camps during each biennium which necessarily increases the cost of depreciation over the old model camps, which were constructed 25 years ago; and also due to the change-over into the 40-hour per week working schedule and normal increases in materials, labor and equipment.

#### **More Honor Squads**

During 1958, in conjunction with the Division of Corrections, the Maintenance division inaugurated the use of more honor squads, and this has proved to be satisfactory and efficient.

Statewide remodeling of all solitary confinement cells — commonly called "sweat boxes" — was accomplished during the latter part of the biennium. Most of the old cells were approximately three feet wide by six and one-half feet long and with a seven foot ceiling. The new construction approximates six and one-half feet wide by eight feet long and with seven foot ceilings. Under the new plan there are two cells per prison, and reasonable sanitary and water facilities, as well as heating in extreme winter weather, have been provided.

A study of maintenance forces showed that many employees were putting in a varied number

of working hours. As a result, a revised working schedule approximating 40 working hours a week was placed in effect. This required adding more employees but it has proved a morale builder and improved efficiency.

#### **Radio System Installed**

In 1957, a two-way radio system was installed throughout the Second and Third districts at a cost of \$165,000. The Federal Civil Defense Agency contributed \$73,000 toward the cost, anticipating use of the Road Department network during disasters or emergencies. Use of the radio network in the two districts proved an efficient means of speeding up normal routine operations and, as a result, late in 1958 bids were asked to expand the system to the three other districts.

The Maintenance Division increased its centerlining program to meet the expanding traffic volume. Approximately 100,000 gallons of paint was used in repainting nearly two-thirds of the maintained system, or about 9,500 miles of repainted centerlines. This included repainting of the many "No Passing" zones painted with a yellow barrier as a safety measure. As an added safety precaution, the division began painting the edge of highways with a white stripe of reflectorized paint. This entailed painting a solid white line along the edge of all two-lane highways having a paved surface of 24 feet or more.

#### **Ferries Operated**

At the opening of the biennium, the Division operated ferries at Mayport and from Carrabelle to Dog Island and from East Point to St. George's Island. During the period, the ferries at Carrabelle and East Point were transferred to the Island authorities through coordination with Franklin County, with the Department participating in the cost.

The Department has constructed numerous wayside parks and at the close of 1958, there were 180 wayside parks under maintenance. The Department also recognized the need for constructing boat ramps along its rights-of-way, making ready access for motorists with boats to many rivers, streams and lakes. A total of 59 were constructed during the biennium.

*Construction* — There are several sections under this division. *The Contracts Section* received bids on 264 contracts totaling approximately \$92,665,000 in estimated contract cost during 1957. The corresponding figures for 1958 were 278 contracts and

\$128,552,000. Of the bids received in 1958, some 36 contracts had not been awarded as of December 31, 1958, as a result of uncompleted right-of-way acquisition or sale of bonds for financing.

*Reproduction Section* — In 1957, the Xerox method of reproducing road and bridge plans at reduced scale was put into effect, thereby enabling the Department to expedite reproduction of the plans and produce a larger volume of prints. This method resulted in a considerable saving in reproduction paper cost, but the saving was partially offset by some increase in personnel made necessary by the new method.

#### **New Equipment Installed**

In 1958, a large copy camera, vacuum frame restitutional enlarger, and LogEtronic printer was installed. This equipment enables the Reproduction section, which operates under the Contracts section, to do photographic reproduction and aerial photogrammetric work previously done by commercial firms.

*The Preliminary and Final Estimates Section* — This section has numerous duties. The Final Estimates Section handles final plans for all roads and bridges built by the Department, verifies the correct pay quantities in accord with the plans, the contract and the job records made during construction. The computations for allowances in time also are made in this office. During the biennium, the Final estimates Section passed 720 projects for payment and as of December 31, 1958, was working on 85 additional projects. At the end of the two-year period, this section had processed for payment contracts totaling \$143,532,848.

The Preliminary Estimates Section, using the plans prepared for construction, estimates the expected cost of all road and bridge jobs let to contract. Consequently, if a bid on a specific job exceeds by too much the amount estimated, then the Department can reject it. During 1958, this section estimated the costs of 278 contracts for which the contractor's bids were \$128,551,504. The estimates by this section for the same work was \$131,334,340 — a difference of only two per cent.

#### **Materials Tested**

*The Materials and Tests Section* — This section located in Gainesville, tests and evaluates many new materials to determine if they will give satisfactory performance. As a result of the extensive use of prestressed concrete in bridge construction, it became necessary to establish concrete testing labora-

tories either at each of the prestressed concrete yards or located so that several yards could be controlled by one laboratory. The section now has six concrete testing laboratories at Pensacola, Panama City, Tampa, Leesburg, Jacksonville, Jupiter and Dania. The expanding highway program has been the direct cause of many new plants in the state beginning to produce materials for use in highway and bridge construction, and in order to provide better service to the contractors, the Section has established full time inspection at seven new plants. Several new testing procedures involving the use of new type testing equipment have been developed recently. During the biennium, the Section conducted 169,159 individual tests.

#### **Plans Reviewed**

*The Specifications Section* — This section operates under the Construction Division. Its prime function is the final review of all construction plans, for assuring that the policies and standards of the State Highway Engineer are met, prior to the printing of the plans; and the preparation and the interpreting of all specifications and special provisions.

Operations performed by this Section: (1) Reviewed project plans and prepared special provisions for 716 projects, including 27 projects under the Federal Aid Highway Act of 1956; (2) Prepared and published a supplement to the 1954 edition of the Standard Specifications; (3) Prepared and edited copy for the 1959 edition of the Standard Specifications; (4) Prepared data and obtained wage rates for approximately 32 projects under the Federal Aid Highway Act of 1956, working in conjunction with the U. S. Solicitor of Labor, the Florida Industrial Commission and the Florida Road Builders Association; (5) Handled approximately 50 requests for wage rates for additional classifications of laborers and mechanics on Interstate projects already under construction, working in conjunction with the contractors and the U. S. Solicitor of Labor; (6) Prepared data and obtained wage rates for approximately 120 bridge projects, other than Interstate projects, working in conjunction with the Florida Industrial Commission; (7) Set up and indexed the beginning of the Department's engineering library, including clipping various articles from Engineering publications and others, for a construction data file; (8) Began preparation of and editing of various manuals, including a construction manual, for use of the Department; (9) Prepared data for the interest of the Florida Com-

mittee on Highway Archaeological Salvage, on approximately 305 contracts.

#### **Safety Record Good**

*The Safety Division* — This section operates directly under the State Highway Engineer. Several years ago a program was inaugurated for holding safety meetings throughout the state. During this biennium, 8,500 employees attended such meetings, which consisted of safety talks, pictures and demonstrations of various kinds. In 1957-58, the State Road Department was second among State agencies operating more than 100 vehicles in the Fleet Safety Contest for state-owned vehicles, with a frequency rate of 0.54 for each 100,000 miles of travel. Employees are presented safe driver certificates for the number of years they operate equipment without a chargeable accident. Monthly safety checks of all equipment has reduced to a minimum accidents due to mechanical failures.

The Safety Manual was revised, and although directional lights are not required by law on light equipment, they have been installed on all vehicles. Electric windshield wipers are being requested on all new equipment purchased, and fire extinguishers are standard equipment. In addition to inside rear view mirrors, outside rear view mirrors have been installed on all equipment as added protection.

#### **Engineers Recruited**

*The Division of Research and In-Service Training* — This section also operates directly under the State Highway Engineer. During 1957-58, the Engineer of Research and In-Service Training visited 14 universities and colleges in the southeast in an effort to recruit civil engineering graduates for employment with the Road Department. In the spring of 1958, many applicants were refused jobs as most position vacancies had been filled. A total of 32 applicants were hired as trainees and an equal number were refused.

During the biennium, 42 trainees finished the training program and took permanent assignments with the classification of Civil Engineer I. In August, 1957, a series of short courses was started to train instrumentmen, draftsmen and inspectors. Since the beginning of these 10-week courses, 38 employees have completed the courses and are working in the positions for which they were trained.

### Long Range Program

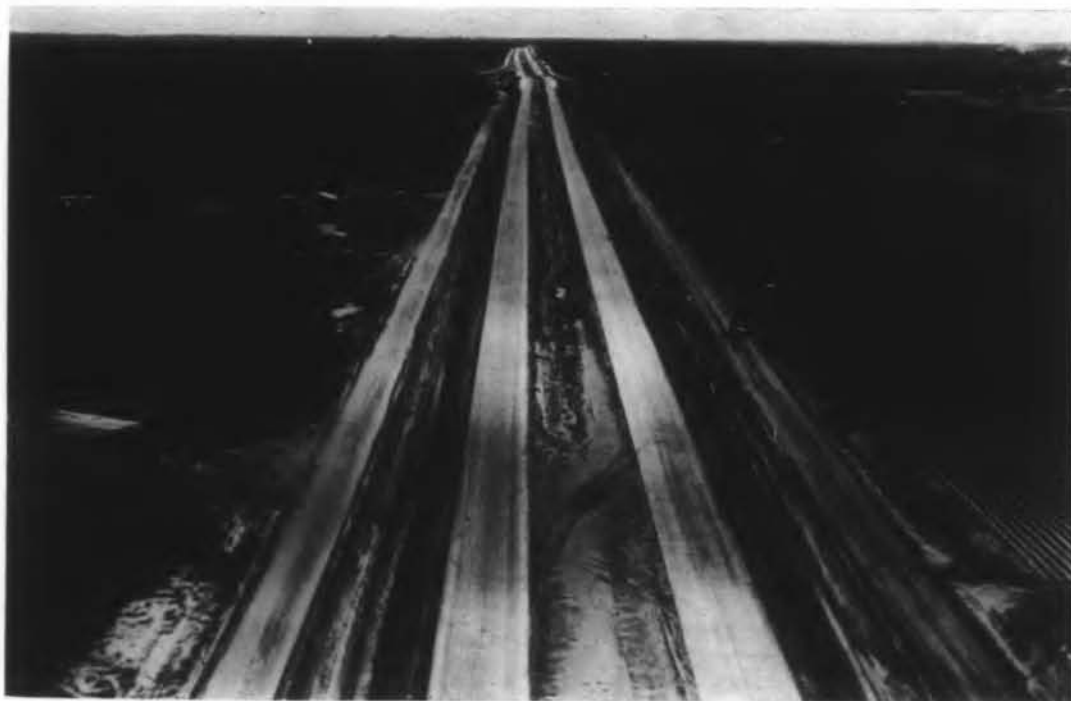
In the field of research, the Division has continued its work on a long range program to develop design criteria for determining the thickness of the layers that make up an adequate flexible pavement structure. Reports have been issued covering the investigation of pavement failures and recommending a remedy not only for correcting the current failures but also to prevent similar failures in the future. An evaluation has been made of the relative merits of the five base materials most commonly used in Florida. Test projects have been constructed to evaluate the performance of rubberized asphalts, cold applied joint fillers, slurry seals, cut-back asphalt, aluminum guard rails and three different methods of shoulder treatments designed to eliminate rutting of flexible pavements in the vehicular wheel tracks. In the field of prestressed concrete the University of Florida has continued its research under a contract with the State Road Department. The Division also has a contract with the University to study 54 paint formulae to determine their value in protection of steel bridges. Testing by the University of Minnesota to deter-

mine the friction losses in Florida manufactured concrete pipe has been completed and the test data are being analyzed.

### Administrative

*Personnel Division*—The Department made significant advancements in all phases of personnel administration during the past two years. In July of 1958, the Personnel Division supervised the placing of Road Department employees under the Florida Merit System. To do this, it was necessary to reclassify all employees, and 375 who had complaints regarding their job classification were heard by Department Grievance Committees prior to final classification. Fringe benefits were increased during the biennium. In January, 1958, the Federal Old-Age and Survivors Insurance program was accepted by the State and the State Road Department. In December, 1958, a program of Group Life Insurance was extended to employees in the Tallahassee office, and plans were made to expand this coverage to all Road Department employees in the state.

The high personnel turnover of approximately



This aerial photograph shows a portion of the Interstate system under construction in Hillsborough County at a cost of \$2,486,083. It extends from the west city limits of Plant City east for 4.75 miles.



50 per cent, an expensive problem to the Department during the 1954-56 biennium was reduced to approximately 23 per cent in the last two years. Installation of the Merit System has helped materially in this accomplishment.

*Data Processing, Communication and Control Division* – The expansion of the highway program and the increasing complexity of its administration inevitably led to tremendous growth in the volume of paper work. This new division was created and placed under the Executive Director. The Data Processing Section processes data relating to payrolls, fiscal reports, outdoor advertising billing, personnel actions, bid tabulation; and engineering problems such as traffic surveys, bridge design and earth work computation.

An intermediate size, automatic computer was installed in November, 1957. The computer performs calculations at fantastic speeds with unquestionable accuracy. Hundreds of man hours have been saved, freeing technical people for other important work.

#### Central Files

Two other sections are concerned with Central Files and Supplies. The Division also has a section on Operations Analysis which is concerned with methods evaluation, procedures development, design and standardization of forms, computer programming and planning and testing new punched card applications.

*Properties Management Division* – The recently created Properties Management Division began operations July 22, 1958. It was a natural outgrowth of the greatly increased number of improved properties being acquired in the Department's purchase of highway rights-of-way. The need for the Division became urgent with the start of construction of the Interstate system and the four-laning of existing highways through highly developed urban areas. The Division was created to provide the maximum financial return to the state from the management of right-of-way properties until final disposition. During the few months of its existence, the Division salvaged 82 structures with a financial recovery to the state of \$45,669.

*Internal Audit Division* – During the biennium, this Division made 76 audits of supply warehouses, and 297 audits of Road Prison operations. The Division expanded its scope to include a review of toll revenues collected by the Department. Records of the Department's deposits in Court Registry Funds with the 67 counties were brought to date

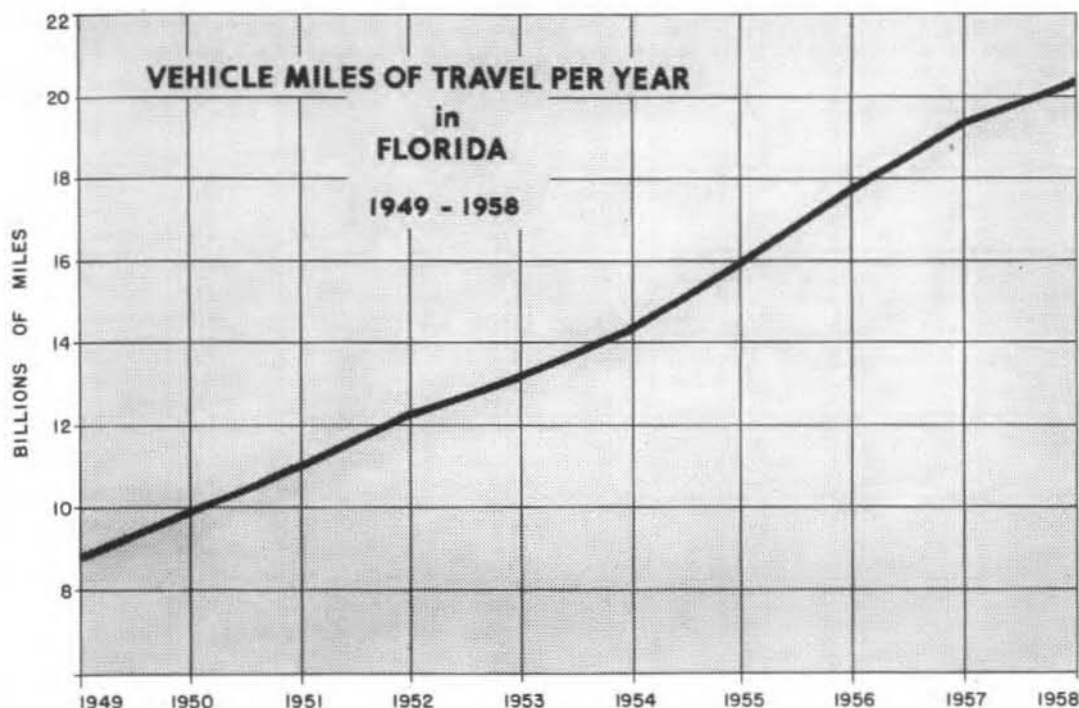
and audits of these funds initiated due to the increased use of advance deposits in condemnation suits. Assistance was given to the Legal Division in expediting refunds of idle deposits. A system of nutritional accounting for the road prisons was instituted, producing better statistics on food consumption to assist the prison administration in its efforts to provide an adequate diet within a close cost budget. Special studies were made on travel expense, equipment operation, contractual commitments, fund allocations, job numbering systems to assist various areas of management. The Division also worked with several system revision teams in improving paper-work flow and increased office automation.

*Revenue Projects Division* – This Division is concerned with the operation of existing toll facilities and assisting with financial arrangements and planning for new bond projects. During the biennium, the Division opened three toll bridges in Martin County, and on December 1, 1958, reduced tolls on the Sunshine Skyway from \$1.75 to \$1.00. Total gross tolls on all Revenue Projects for 1957 was \$4,733,407 and for 1958 was \$5,035,297.

#### Big Bond Issues

During the biennium work was done on 30 proposed bond issues involving about \$130,000,000, some of which were abandoned. Officially initiated were 22 bond projects involving \$85,550,000 and four issues of Fuel Tax Certificates aggregating \$5,000,000. Total debentures sold were \$8,835,000 in bonds and \$5,000,000 of Certificates. Included in the bonds sold were three partial issues totaling \$3,600,000 of which \$2,530,000 remain authorized but not sold. At the end of the period there were pending 15 issues involving \$83,100,000 in various stages of processing, including \$7,500,000 ready for sale and \$30,650,000 already validated.

*Information and Research Division* – While statistics are listed below showing the Division's production of news stories and other work performed during the biennium, much of the painstaking and comprehensive research requiring hundreds of hours during the biennium to bring together accurate statistics and information for stories and articles requested by individual newspaper writers and editors does not readily lend itself to a statistical report. A great deal of the Division's activities is of an intangible nature in connection with obtaining and maintaining good will with newspaper editors and interesting publications in printing special material on behalf of the Road Department.



From 1949 through 1958, the number of miles travelled by vehicles on Florida highways per year more than doubled, rising from eight and one-half billion miles per year to more than 20 billion per year. This included travel on state maintained highways, county roads, and city streets. Miles travelled are calculated on the basis of total gasoline sales in the state.

Progress of this kind is difficult to categorize or summarize.

The more tangible activities of the Division during the last two years include:

(1) Prepared and released a total of 434 news and feature stories to more than 225 newspapers and press wire services. These have included:

- (a) 148 general news releases to wire services and Tallahassee correspondents for newspapers.
- (b) 358 news stories on individual construction projects.
- (c) 17 special magazine feature stories.
- (d) 24 stories (one a month) on the overall construction progress in the state, each story carrying with it a description of progress in the various Districts.
- (e) 60 separate releases on bid lettings.

(f) 24 releases on bid tabulations.

(g) 18 releases on overall progress of Interstate construction to all weekly and daily newspapers in the state.

(h) 24 news releases on monthly traffic volume reports.

In addition, the Division released 225 construction photographs, did research and prepared a total of 26 speeches for various executive personnel, answered 7,000 letter requests for information, prepared rough and finished drafts of 250 letters for executive personnel, distributed 10,000 maps, prepared and distributed four major type informational booklets, and prepared a comprehensive history of the Department.

**Outdoor Advertising Division** — This Division licenses the erection of signs off state highways and makes regular inspections to determine if there are any violations of the law requiring a setback of at least 15 feet from the road right-of-way. The

1955 Road Code provided the Department with regulation of advertising signs on state-owned right-of-way of the highway system through municipalities, and this authority was delegated to the Outdoor Advertising Division.

Revenues derived from licenses and permits for the biennium:

|                            |              |
|----------------------------|--------------|
| 1956-57                    | \$100,747.77 |
| 1957-58                    | 115,107.24   |
| Total                      | \$215,855.01 |
| Expenses for the biennium: |              |
| 1956-57                    | \$ 82,560.39 |
| 1957-58                    | 92,161.04    |
| Total                      | \$174,721.43 |

*Legal Division* — This Division operates directly under the Road Board. During the biennium, the Claims Section has continued to collect in excess of \$200,000 per year in claims from various tug boat operators and other individuals for damage to Road Department property.

One outstanding piece of litigation in which the Division has been successful thus far, is an attempt by the boating interests to prohibit the construction of a 55 foot fixed span bridge across Biscayne

Bay. This litigation was dismissed by the Federal District Court of Appeals upon request of the Division. However, litigation is continuing in State court.

#### Open Offices

Interstate offices were opened in Jacksonville, Orlando and Miami in addition to the Tampa-Lakeland area office. The Division acquired the right-of-way for the Interstate system in the Pensacola area, now under construction, for approximately \$775,400, and for the 18 mile stretch of highway between Sanford and DeLand at a cost of \$865,000. The Division purchased for \$1,500,000 the right-of-way for the beach side of the 36th Street Causeway in the Miami area. The Miami Interstate office has spent \$2,600,000 for right-of-way for the segment of the north-south expressway between 48th Street and 71st Street in Miami.

The Orlando office acquired right-of-way for \$3,662,700 for one project now under construction. In addition, \$2,800,000 was spent for right-of-way on another section of the Orlando Interstate Expressway.

The Division also conducted the normal right-of-way acquisition program for the primary and secondary systems at a cost of more than \$10,000,000 each year of the biennium.



## MILES OF STATE HIGHWAYS MAINTAINED

| Year | Primary | Secondary | Total  |
|------|---------|-----------|--------|
| 1923 | 898     |           | 898    |
| 1924 | 898     |           | 898    |
| 1925 | 1,270   |           | 1,270  |
| 1926 | 1,651   |           | 1,651  |
| 1927 | 2,200   |           | 2,200  |
| 1928 | 2,795   |           | 2,795  |
| 1929 | 3,254   |           | 3,254  |
| 1930 | 3,811   |           | 3,811  |
| 1931 | 5,092   |           | 5,092  |
| 1932 | 5,868   |           | 5,868  |
| 1933 | 6,199   |           | 6,199  |
| 1934 | 6,543   |           | 6,543  |
| 1935 | 6,668   |           | 6,668  |
| 1936 | 7,040   |           | 7,040  |
| 1937 | 7,115   |           | 7,115  |
| 1938 | 7,228   |           | 7,228  |
| 1939 | 7,453   |           | 7,453  |
| 1940 | 7,591   |           | 7,591  |
| 1941 | 8,108   |           | 8,108  |
| 1942 | 8,196   |           | 8,196  |
| 1943 | 8,278   |           | 8,278  |
| 1944 | 8,389   |           | 8,389  |
| 1945 | 8,605   |           | 8,605  |
| 1946 | 8,657   |           | 8,657  |
| 1947 | 8,736   |           | 8,736  |
| 1948 | 8,950   |           | 8,950  |
| 1949 | 9,235   |           | 9,235  |
| 1950 | 9,414   | 633*      | 10,047 |
| 1951 | 9,572   | 1,160     | 10,732 |
| 1952 | 9,693   | 1,572     | 11,265 |
| 1953 | 9,780   | 1,930     | 11,710 |
| 1954 | 9,878   | 2,391     | 12,269 |
| 1955 | 10,007  | 2,923     | 12,930 |
| 1956 | 10,176  | 3,221     | 13,397 |
| 1957 | 10,239  | 3,500     | 13,739 |
| 1958 | 10,316  | 3,959     | 14,275 |

\* Secondary System created by 1949 Legislature

## THE CONDITION OF THE STATE PRIMARY SYSTEM

As a means of determining the physical condition of the State Highway System and its ability to handle existing traffic, an annual sufficiency rating is conducted. This sufficiency rating takes into consideration all of the physical measurements of the highway and the capacity of the highway to handle the volume of traffic which is using it. Numerical ratings are obtained which are an index of just how good or bad the highway is at the present time. A rating of 100 Points indicates a completely adequate highway. The rating is divided into four categories:

Good—A rating of 80 and above is adequate for present needs.

Tolerable—A rating of 70 to 79 serves present needs but has deficiencies which will need correcting in the near future.

Poor—A rating of 56 to 69 is inadequate for present needs and should be programmed for improvement.

Critical—A rating of 55 and below is inadequate and dangerous for present users and should be improved immediately.

Comparable ratings of the State Primary System: \*

### RURAL ROADS

| Year      | Critical | Poor  | Tolerable | Good  | Total Miles |
|-----------|----------|-------|-----------|-------|-------------|
| 1953..... | 22.3%    | 19.4% | 17.0%     | 41.3% | 8,651       |
| 1954..... | 23.2     | 19.2  | 15.5      | 42.1  | 8,671       |
| 1955..... | 23.1     | 19.0  | 15.3      | 42.6  | 8,791       |
| 1956..... | 22.0     | 20.3  | 18.9      | 38.8  | 7,140       |
| 1957..... | 22.9     | 18.7  | 18.1      | 40.3  | 8,946       |
| 1958..... | 18.8     | 18.7  | 20.3      | 42.2  | 9,027       |

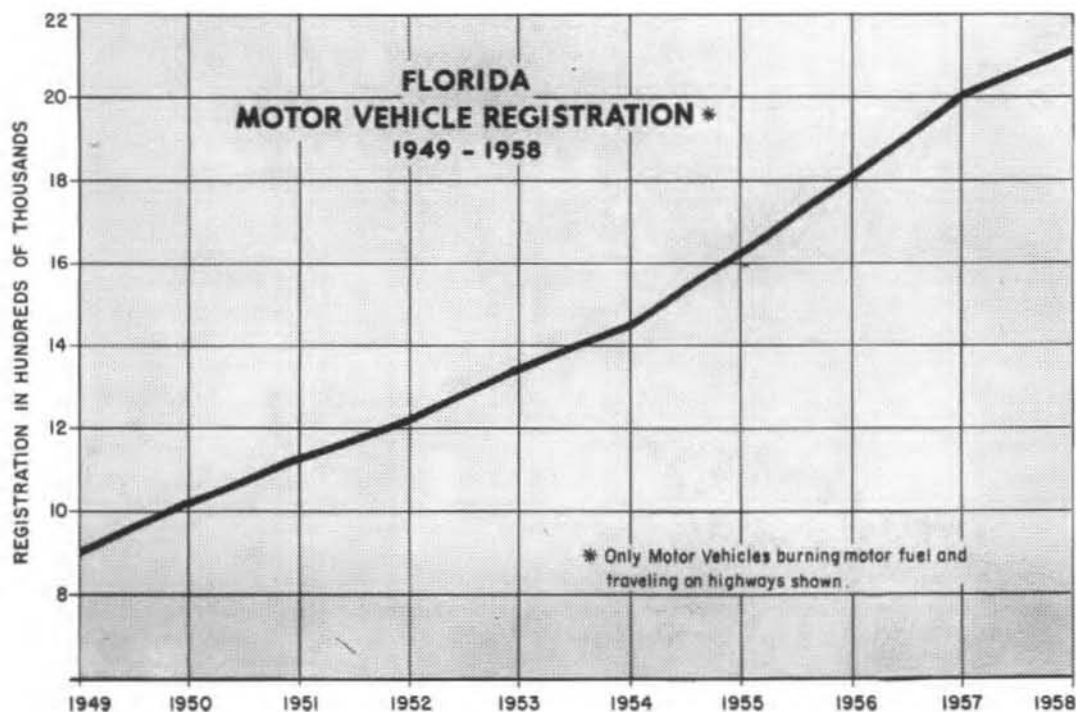
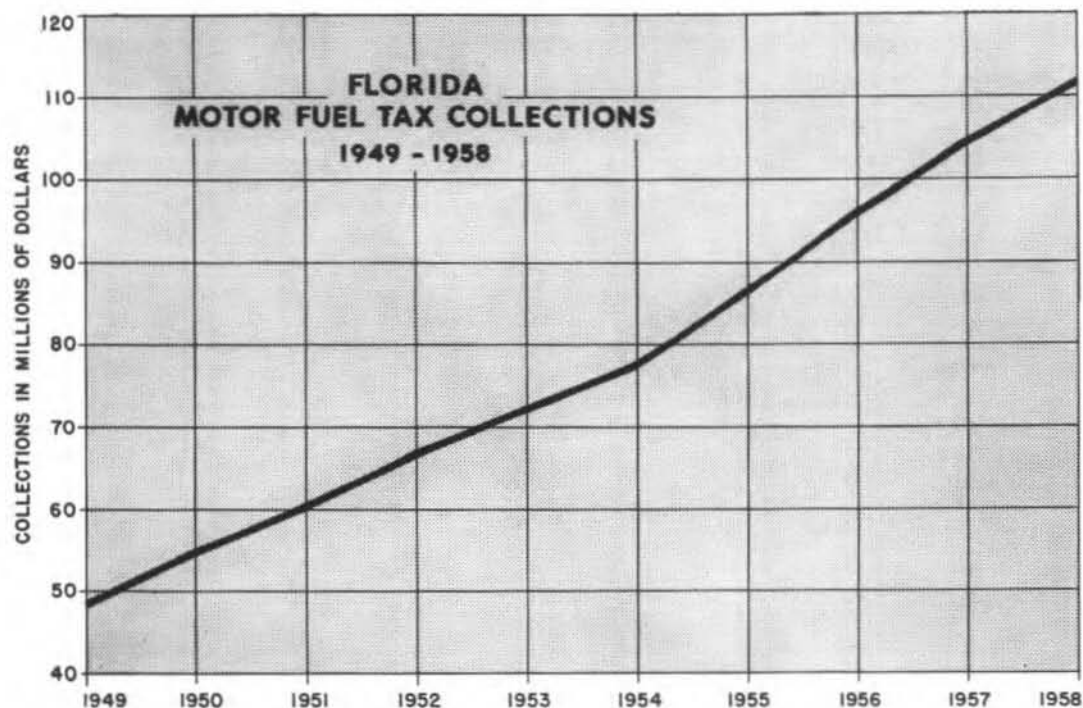
### MUNICIPAL CONNECTING LINKS

|            |      |      |      |      |       |
|------------|------|------|------|------|-------|
| 1953*..... | — %  | — %  | — %  | — %  | 1,139 |
| 1954.....  | —    | —    | —    | —    | 1,174 |
| 1955.....  | —    | —    | —    | —    | 1,216 |
| 1956.....  | 34.9 | 21.6 | 15.0 | 28.5 | 1,030 |
| 1957.....  | 30.2 | 24.8 | 15.2 | 29.8 | 1,268 |
| 1958.....  | 31.5 | 25.2 | 14.9 | 28.4 | 1,289 |

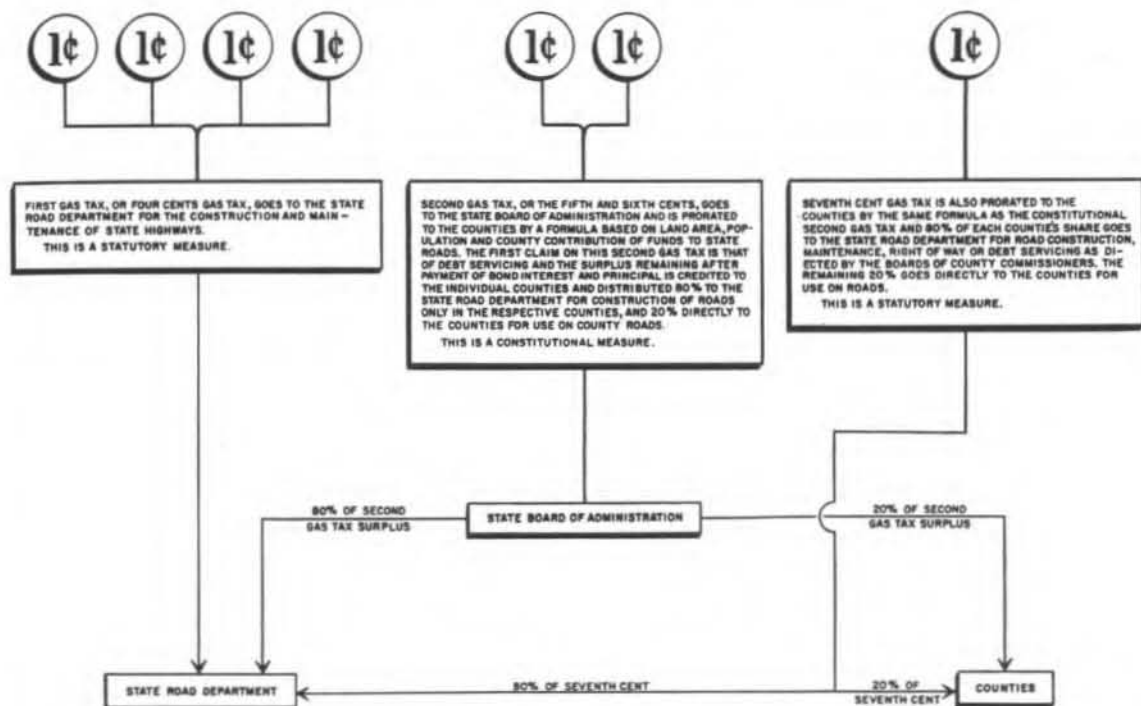
\* Municipal Connecting Link Ratings were not made until 1956.



This photo shows the new east MacArthur Causeway bridge and approaches between Miami and Miami Beach. It was completed in 1958, replacing the old bridge at the left. Cost of bridge and approaches was \$2,970,127. Budgeted for early construction are a bridge and approaches on the west side.



## DISTRIBUTION OF FLORIDA'S 7 CENT TAX ON MOTOR FUELS



STATE ROAD DEPARTMENT OF FLORIDA  
DECEMBER 31, 1954

### FLORIDA MOTOR FUEL TAX COLLECTIONS 1949-1958

|           |              |
|-----------|--------------|
| 1949..... | \$48,240,434 |
| 1950..... | 54,638,419   |
| 1951..... | 60,089,724   |
| 1952..... | 66,658,548   |
| 1953..... | 72,136,647   |
| 1954..... | 77,542,611   |
| 1955..... | 86,016,811   |
| 1956..... | 95,946,808   |
| 1957..... | 104,208,996  |
| 1958..... | 111,123,814  |

### FLORIDA MOTOR VEHICLE REGISTRATION 1949-1958

|           |           |
|-----------|-----------|
| 1949..... | 897,701   |
| 1950..... | 1,018,841 |
| 1951..... | 1,132,636 |
| 1952..... | 1,217,758 |
| 1953..... | 1,344,147 |
| 1954..... | 1,449,750 |
| 1955..... | 1,650,683 |
| 1956..... | 1,808,874 |
| 1957..... | 2,008,767 |
| 1958..... | 2,111,386 |

Only motor vehicles burning motor fuel and traveling on highways shown.

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIRST DISTRICT**

| County    | S.R.<br>No.     | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location  | Construction Agency                  | Date<br>Started | Date or<br>Percent<br>Complete | Cost<br>(Contract or<br>Estimate) |
|-----------|-----------------|----------|-------------------------|----------------------------|---|--------------------------------------|-----------------|--------------------------------|-----------------------------------|
| Charlotte | S-74            | 0152-251 | Grade-Pave-Structure    | 5.640                      | S.R. 31 at Belmont to 5.6 mi. East  | W. H. Armston Co., Inc.              | 3-56            | 1-57                           | \$ 118,747.00                     |
|           | S-74            | 0152-152 | Grade-Pave-Structure    | 6.580                      | End of Job 0152-251 to Glades County Line                                       | W. H. Armston Co., Inc.              | 3-56            | 1-57                           | 162,389.00                        |
|           | 45              | 0101-114 | Lateral Ditch           |                            | Adjacent to Bridge No. 25   | State Forces                         | 4-56            | 11-56                          | 10,869.00                         |
|           | 771             | 0105-003 | Major Repairs           |                            | El Jo Bean Bridge (No. 76)  | Fairchild Florida Construction Co.   | 9-56            | 2-57                           | 201,082.00                        |
|           | 45              | 0101-801 | Resurface               | 13.469                     | Lee County Line to M.P. 13.504 in Punta Gorda                                   | Dunn Construction Co., Inc.          | 9-57            | 11-57                          | 164,319.00                        |
|           | 31              | 0103-001 | Resurface               | 18.228                     | Lee County Line to De Soto County Line  | Campbell Paving Co.                  | 11-57           | 12-57                          | 58,167.00                         |
| De Soto   | S-760-A         | 0456-250 | Grade-Pave-Structure    | 5.943                      | S.R. 35 at Nocatee to S.R. 31   | W. H. Armston Co., Inc.              | 1-56            | 7-56                           | 178,271.00                        |
|           | S-690           | 0454-151 | Grade-Pave-Structure    | 6.270                      | S.R. 35 at Culitis to East and North  | Campbell Paving Co.                  | 10-56           | 2-57                           | 76,380.00                         |
|           | 31              | 0401-150 | Grade-Pave-Structure    | 6.595                      | S.R. 70 at Arcadia to 6.3 mi. South   | Brimson-Allen Construction Co.       | 8-56            | 7-57                           | 374,072.00                        |
|           | S-661-A         | 0458-150 | Grade-Pave-Structure    | 1.760                      | S.R. 70, 1 mi. W. of Arcadia to North   | Campbell Paving Co.                  | 6-57            | 11-57                          | 90,503.00                         |
|           | 35              | 0402-801 | Resurface               | 4.617                      | 4.5 mi. S. of Arcadia to S. and M.P. 13.6 to 15.4 in Arcadia                    | Macasphalt Corp.                     | 10-57           | 11-57                          | 57,853.00                         |
|           | 31              | 0401-902 | Resurface               | 6.791                      | Charlotte County Line to North  | Campbell Paving Co.                  | 11-57           | 12-57                          | 21,515.00                         |
| Glades    | 25              | 0501-251 | Grade-Pave-Structure    | 6.249                      | Fieheating Creek to Highlands County Line                                       | Hadley Construction Co.              | 2-56            | 7-57                           | 471,908.00                        |
|           | 25              | 0501-801 | Resurface               | 11.325                     | Main's Corner North   | Dunn Construction Co., Inc.          | 9-56            | 1-57                           | 105,410.00                        |
|           | 78              | 0502-109 | Grade-Pave-Structure    | 1.315                      | S.R. 25 to A.C.L. R.R.  | Ewell Engineering & Construction Co. | 6-57            | 11-57                          | 17,678.00                         |
|           |                 | 0550-151 | Grade-Pave-Structure    | 2.505                      | A.C.L. Depot to N.E. and W.—Streets in Moore Haven                              | Ewell Engineering & Construction Co. | 6-57            | 11-57                          | 139,818.00                        |
|           | 78              | 0504-201 | Grade-Pave-Structure    | 4.560                      | S.R. 29 to East   | J. A. Hadley Construction Co., Inc.  | 6-57            | 2-58                           | 209,558.00                        |
|           | 78              | 0502-110 | Structures              |                            | Replace bridges between Lakeport and Kissimmee River                            | State Forces                         | 3-58            | 6-58                           | 48,500.00                         |
|           | 25              | 0501-204 | Grade-Pave-Structure    | 6.273                      | Moore Haven to Main's Corner  | Brimson-Allen Construction Co.       | 1-58            | 22%                            | 1,350,701.00                      |
|           | S-720           | 0552-151 | Grade-Pave-Structure    | 1.940                      | Charlotte County Line to Muse   | Stockton (C.T.), Inc.                | 6-58            | 1%                             | 63,648.00                         |
|           | S-731           | 0552-250 | Grade-Pave-Structure    | 2.804                      | Hendry County Line N. of La Belle to S.R. S-720                                 | Stockton (C.T.), Inc.                | 6-58            | 2%                             | 39,395.00                         |
|           | S-720           | 0552-251 | Grade-Pave-Structure    | 6.044                      | Muse to S.R. S-731 N. of La Belle   | Stockton (C.T.), Inc.                | 6-58            | 1%                             | 79,843.00                         |
| Hardee    | S-664           | 0652-252 | Grade-Pave-Structure    | 1.435                      | W. Limits Bowling Green E. and S. to S.R. S-664-A                               | Brimson-Allen Construction Co.       | 5-56            | 10-56                          | 56,062.00                         |
|           | S-664-A         | 0656-250 | Grade-Pave-Structure    | 0.961                      | S.R. S-664 E. of Bowling Green to East  | Brimson-Allen Construction Co.       | 5-56            | 10-56                          | 44,086.00                         |
|           | 652             | 0604-150 | Pave                    | 4.691                      | S.R. 650 to S.R. 61 at Griffin's Corner   | Macasphalt Corp.                     | 9-56            | 10-56                          | 28,807.00                         |
|           | S-663           | 0606-104 | Grade-Pave-Structure    | 3.256                      | S.R. S-665 near Limestone to Section 0697                                       | Ewell Engineering Contracting Co.    | 8-56            | 3-57                           | 148,496.00                        |
|           | 64              | 0603-106 | Grade-Pave-Structure    | 549                        | Peace River Bridge and Approaches   | Ewell Engineering Contracting Co.    | 8-56            | 5-57                           | 149,437.00                        |
|           | S-661 &<br>-665 | 0654-150 | Grade-Pave-Structure    | 2.632                      | De Soto County Line to W. of Limestone  | Ewell Engineering Contracting Co.    | 8-56            | 3-57                           | 132,909.00                        |
|           |                 | 0649-106 | Grade-Pave-Structure    |                            | At Wauchula Farmers Market  | State Forces                         | 8-57            | 11-57                          | 3,500.00                          |
|           | 62              | 0602-105 | Signals                 |                            | S.A.L. R.R. near Fort Green   | S.A.L. R.R.                          | 1-57            | 1-57                           | 10,110.00                         |
|           | S-64-A          | 0651-250 | Grade-Pave-Structure    | 2.165                      | Wauchula to S.W. 2.1 mi.  | J. W. Conner & Sons, Inc.            | 9-57            | 11-57                          | 31,159.00                         |
|           | S-64-A          | 0651-251 | Grade-Pave-Structure    | 1.144                      | Vandolah Road to 1.1 mi. Northeast  | J. W. Conner & Sons, Inc.            | 9-57            | 11-57                          | 13,692.00                         |
|           | 35              | 0601-801 | Resurface               | 19.285                     | De Soto County Line to Polk County Line exception in Zolfo Springs and Wauchula | Macasphalt Corp.                     | 10-57           | 11-57                          | 259,915.00                        |
|           | S-35-A          | 0658-850 | Resurface               | 1.200                      | N.W. Limits Wauchula to S.R. 35   | Macasphalt Corp.                     | 10-57           | 11-57                          | 11,368.00                         |
|           | S-35-A          | 0658-150 | Grade-Pave-Structure    | 2.065                      | S.R. 64 N. to S. Limits Wauchula  | J. W. Conner & Sons, Inc.            | 8-57            | 1-58                           | 188,667.00                        |
|           | 64              | 0605-110 | Grade-Pave-Structure    | 0.946                      | S.R. 35 E. to S.R. 64   | J. W. Conner & Sons, Inc.            | 10-57           | 2-58                           | 74,077.00                         |
|           |                 | 0649-107 | Grade-Pave-Structure    |                            | Range Cattle and Experiment Station near Ona                                    | State Forces                         | 8-58            | 8%                             | 15,500.00                         |
| Hendry    | S-846           | 0751-152 | Pave                    | 11.136                     | Pole Crossing Road—Cellier County Line to East                                  | W. H. Armston Co., Inc.              | 5-56            | 8-56                           | 120,859.00                        |
|           | S-78            | 0756-250 | Grade-Pave-Structure    | 3.319                      | River Road—S.R. 29 to West  | W. H. Armston Co., Inc.              | 5-56            | 8-56                           | 87,053.00                         |
|           | 29              | 0706-801 | Resurface               | 0.114                      | S.R. 80 to South  | Dunn Construction Co., Inc.          | 10-57           | 12-57                          | 66,098.00                         |
|           | 833             | 0708-151 | Paving                  | .770                       | Pave 1 mile   | W. H. Armston Co., Inc.              | 6-57            | 90%                            | 5,503.00                          |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIRST DISTRICT (Continued)**

| County       | S.R.<br>No.     | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location  | Construction Agency                | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimated) |
|--------------|-----------------|----------|-------------------------|----------------------------|---|------------------------------------|-----------------|---------------------------------|------------------------------------|
|              | S-832 &<br>-848 | 0753-251 | Grade-Pave-Structure    | 28.510                     | From Section 0737 to 0707, S.E. of Clewiston                        | W. H. Armston Co., Inc.            | 6-57            | 96%                             | \$ 478,777.00                      |
|              | S-833           | 0757-151 | Paving                  | 1.797                      | Pave 2 miles.   | W. H. Armston Co., Inc.            | 6-57            | 95%                             | 18,997.00                          |
|              | 80              | 0703-108 | Structure               | 0.381                      | Bridges Nos. 29 and 30.   | Cleary Bros. Construction Co.      | 10-57           | 5-58                            | 179,943.00                         |
|              | 29              | 0706-110 | Grade-Pave-Structure    | 0.700                      | Bridges and Approaches in La Belle                                  | Cleary Bros. Construction Co.      | 9-57            | 34%                             | 746,882.00                         |
| Hernando     | 45              | 0801-114 | Grade-Pave-Structure    | 2.867                      | S.R. 476 N. to County Line  | J. W. Conner & Sons, Inc.          | 5-56            | 10-56                           | 196,747.00                         |
|              | 700 & 50        | 0805-301 | Signals                 |                            | A.C.L. R.R. at Brooksville  | A.C.L. R.R.                        | 11-56           | 11-56                           | 9,217.00                           |
|              | S-420           | 0862-250 | Grade-Pave-Structure    | 2.855                      | Spring Lake Road—S.R. 41 to West                                    | Hadley-Michael & Co., Inc.         | 12-56           | 3-57                            | 118,185.00                         |
|              | 700             | 0808-801 | Resurface               | 2.600                      | M.P. 8.8 to M.P. 11.3 (N. of Brooksville)                           | Macasphalt Corp.                   | 10-57           | 11-57                           | 35,684.00                          |
|              | S-465           | 0863-250 | Grade-Pave-Structure    | 4.664                      | Mundon Hill Road—McDonald Mine to S.R. 700                          | Marion Construction Co.            | 6-58            | 7%                              | 171,797.00                         |
| Highlands    | 17              | 0904-150 | Grade-Pave-Structure    | 2.229                      | Main Street—Avon Park   | Cone Bros. Contracting Co.         | 5-56            | 11-56                           | 35,420.00                          |
|              | S-17-A          | 0903-150 | Grade-Pave-Structure    | 2.552                      | Dead Man Curve to Power Plant                                       | Cone Bros. Contracting Co.         | 5-56            | 11-56                           | 94,181.00                          |
|              |                 | 0906-150 | Sidewalk                |                            | Sidewalk around Avon Park School                                    | State Forces                       | 6-56            | 8-56                            | 34,737.00                          |
|              | 70              | 0906-503 | Resurface               | 6.814                      | M.P. 29.335 to Okreehohee County Line                               | Campbell Paving Co.                | 9-56            | 10-56                           | 8,510.00                           |
|              | 70              | 0906-801 | Resurface               | 5.495                      | M.P. 16.721 to M.P. 22.228  | Dunn Construction Co., Inc.        | 9-56            | 1-57                            | 67,264.00                          |
|              |                 | 0902-152 | Grade-Pave-Structure    | 1.244                      | Fairmount Ave.—S.R. 25 to Lakeview Dr.                              | J. W. Conner & Sons, Inc.          | 12-56           | 4-57                            | 112,910.00                         |
|              |                 | 0906-152 | Grade-Pave-Structure    | 0.189                      | Around Lake Lillian, Alhambra and Highland<br>Blvd. N. of Avon Park | J. W. Conner & Sons, Inc.          | 12-56           | 4-57                            | 45,036.00                          |
|              | S-17-A          | 0903-151 | Signals                 |                            | S.A.L. R.R. 0.3 mi. S. of Avon Park                                 | S.A.L. R.R.                        | 12-56           | 1-57                            | 12,585.00                          |
|              |                 | 0949-102 | Grade-Pave-Structure    | 0.749                      | Alcoholic Rehabilitation Center—Avon Park                           | Brinson-Alten Construction Co.     | 4-57            | 7-57                            | 53,013.00                          |
|              |                 | 0906-150 | Grade-Pave              |                            | Parking Area and Drives—H Club near Lake Placid                     | State Forces                       | 4-57            | 7-57                            | 17,375.00                          |
|              | S-17-A          | 0903-152 | Signals                 |                            | A.C.L. R.R. at S. City Limits Avon Park                             | A.C.L. R.R.                        | 1-58            | 2-58                            | 9,090.00                           |
|              | S-29            | 0907-250 | Grade-Pave-Structure    | 7.550                      | Parker Island Road—S.R. 70 N. and W. to S.R. 25                     | San Marco Contracting Co.          | 10-57           | 60%                             | 490,042.00                         |
| Hillsborough | 45              | 1008-204 | Grade-Pave-Structure    | 0.195                      | Palm River Road to Palm River Bridge                                | Ryan Construction Co.              | 10-55           | 10-56                           | 68,065.00                          |
|              | 45              | 1006-206 | Grade-Pave-Structure    | 0.378                      | Palm River Bridge to Adamo Drive                                    | Ryan Construction Co.              | 10-55           | 10-56                           | 335,491.00                         |
|              | 600             | 1003-111 | Pave                    | 13.596                     | S.R. 43 to Plant City   | Cone Bros. Contracting Co.         | 4-56            | 7-56                            | 266,488.00                         |
|              |                 | 1000-119 | Pave                    | 1.895                      | Port Tampa to Gandy Blvd.—West Shore                                | Cone Bros. Contracting Co.         | 7-56            | 11-56                           | 104,739.00                         |
|              | 45              | 1004-801 | Resurface               | 6.426                      | Hillsborough River Bridge to S.R. 688                               | Cone Bros. Contracting Co.         | 10-56           | 12-56                           | 135,738.00                         |
|              | 600             | 1019-201 | Grade-Pave-Structure    | 0.215                      | 0.2 mi. W. Polk County Line to Polk County Line                     | Pallenger Paving Co.               | 4-56            | 12-57                           | 156,924.00                         |
|              | 45              | 1005-207 | Grade-Pave-Structure    | 1.430                      | S.R. 676 to Job 1006-204  | J. W. Conner & Sons, Inc.          | 7-56            | 5-57                            | 283,510.00                         |
|              | S-674-A         | 1073-150 | Grade-Pave-Structure    | 0.622                      | Grange Loop Bridge and Approach                                     | Ryan Construction Co.              | 7-56            | 1-57                            | 135,273.00                         |
|              | 45              | 1006-801 | Resurface               | 23.073                     | Manatee County Line to S.R. 676                                     | Cone Bros. Contracting Co.         | 10-56           | 4-57                            | 280,411.00                         |
|              | 60              | 1008-801 | Resurface               | 0.363                      | M.P. 4.155 to M.P. 4.520 (13th St. in Tampa)                        | Cone Bros. Contracting Co.         | 10-56           | 4-57                            | 10,832.00                          |
|              | 574             | 1009-801 | Resurface               | 10.486                     | Mango to Plant City   | Cone Bros. Contracting Co.         | 10-56           | 4-57                            | 116,710.00                         |
|              | 587             | 1016-250 | Grade-Pave-Structure    | 10.457                     | Pasco County Line to S. (Dale Mabry Extension<br>1016-201)          | H. E. Wolfe Construction Co., Inc. | 10-56           | 12-57                           | 681,450.00                         |
|              | 587             | 1016-301 | Grade-Pave-Structure    | 0.508                      | S.A.L. Overpass and Approaches at Mullina City                      | H. E. Wolfe Construction Co., Inc. | 10-56           | 12-57                           | 177,147.00                         |
|              | 687             | 1027-104 | Test Pile               |                            | Third Bay Bridge  | Hardaway Contracting Co.           | 10-56           | 1-57                            | 21,714.00                          |
|              | S-39            | 1053-251 | Grade-Pave-Structure    | 4.063                      | Manatee County Line to S.R. 674                                     | Cone Bros. Contracting Co.         | 2-57            | 7-57                            | 162,170.00                         |
|              |                 | 1019-101 | Grade-Pave-Structure    | 0.910                      | Alexander St. connection to Interstate (Plant City)                 | Cone Bros. Contracting Co.         | 4-57            | 11-57                           | 123,850.00                         |
|              | 582             | 1029-101 | Grade-Pave-Structure    | 7.396                      | S.R. 45 to S.R. 43 (Fowler Ave. and Fletcher Ave.)                  | J. W. Conner & Sons, Inc.          | 3-57            | 12-57                           | 741,418.00                         |
|              | 45              | 1004-802 | Resurface               | 4.194                      | Apex N. to Pasco County Line  | Cone Bros. Contracting Co.         | 11-57           | 12-57                           | 83,641.00                          |
|              | 45              | 1025-801 | Resurface               | 2.135                      | M.P. 3.173 to M.P. 5.598 (22nd St. Causeway)                        | Cone Bros. Contracting Co.         | 11-57           | 12-57                           | 29,741.00                          |
|              | 60              | 1027-102 | Grade-Pave-Structure    | 0.800                      | Memorial Highway—Dale Mabry to Henderson<br>Blvd.                   | W. H. Armston Co., Inc.            | 5-57            | 1-58                            | 391,868.00                         |
|              | 60              | 1027-103 | Drainage                |                            | S. Sewer Outfall—Job 1027-102 and other projects                    | H. E. Wolfe Construction Co., Inc. | 4-57            | 1-58                            | 580,615.00                         |
|              | 585             | 1024-102 | Grade-Pave-Structure    | 1.113                      | Sligh Ave. to Waters Ave.   | Cone Bros. Contracting Co.         | 7-57            | 6-58                            | 175,613.00                         |



**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIRST DISTRICT (Continued)**

| County  | S. R.<br>No. | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location   | Construction Agency                  | Date<br>Started | Date or<br>Percent<br>Com-<br>pleted | Cost<br>(Contract or<br>Estimated) |
|---------|--------------|----------|-------------------------|----------------------------|--|--------------------------------------|-----------------|--------------------------------------|------------------------------------|
|         | 39           | 1007-801 | Reinforce               | 4.546                      | S. R. 60 to E. City Lamin Plant City   | Cone Bros. Contracting Co.           | 11-57           | 1-58                                 | 49,625.00                          |
|         | 40           | 1020-801 | Reinforce               | 9.330                      | N. Lamin Plant City to Pecos County Line   | Cone Bros. Contracting Co.           | 11-57           | 1-58                                 | 116,580.00                         |
|         | 41           | 1021-801 | Reinforce               | 4.941                      | Pecos County Line to South   | Cone Bros. Contracting Co.           | 10-57           | 1-58                                 | 63,387.00                          |
|         | 8-39         | 1025-252 | Grade-Pave Structure    | 3.956                      | Port Loosmore to Pecos   | Bewell Engineering & Contracting Co. | 11-57           | 4-58                                 | 202,097.00                         |
|         | 8-672        | 1034-251 | Grade-Pave Structure    | 2.235                      | Two mi. W. of Pecos to West  | Bewell Engineering & Contracting Co. | 11-57           | 4-58                                 | 86,697.00                          |
|         | 8-574-A      | 1074-150 | Grade-Pave Structure    | 0.791                      | S. R. 30 to Plant City to East   | Harrison-Allen Construction Co.      | 11-57           | 2-58                                 | 40,705.00                          |
|         | 8-640        | 1078-250 | Grade-Pave Structure    | 5.520                      | S. R. 39 E. to Pecos County Line   | Bewell Engineering & Contracting Co. | 1-58            | 6-58                                 | 501,462.00                         |
|         | 352          | 1079-102 | Signals                 |                            | S. A. L. R. R. on Foster Ave.  | S. A. L. R. R.                       | 4-58            | 4-58                                 | 11,409.00                          |
|         | 8-582        | 1092-151 | Signals                 |                            | N. and of A.C.L. Overpass to North   | S. A. L. R. R.                       | 5-58            | 6-58                                 | 21,700.00                          |
|         | 600          | 1013-110 | Grade-Pave Structure    | 4.754                      | Near W. Lamin Plant City E. to 0.2 mi. W. of Pecos County Line   | Shale Forces                         | 3-58            | 5-58                                 | 6,000.00                           |
|         | 400          | 1018-202 | Grade-Pave Structure    |                            | Near W. Lamin Plant City E. to 0.2 mi. W. of Pecos County Line   | Ballinger Paying Co.                 | 7-57            | 67%                                  | 2,702,401.00                       |
|         | 400          | 1019-102 | Structure               | 413                        | Monroe and Franklin from S. R. 30 W. and South   | Ballinger Paying Co.                 | 7-57            | 21%                                  | 32,292.00                          |
|         | 674          | 1019-405 | Grade-Pave Structure    | 23.141                     | 3rd Bay Bridge (Structure A)   | W. L. Cobb Construction Co.          | 6-57            | 29%                                  | 3,722,042.00                       |
|         | 400          | 1019-150 | Grade-Pave Structure    | 8.208                      | S. R. 48 to approx. 8 mi. East   | H. E. Welf Construction Co., Inc.    | 1-58            | 01%                                  | 755,577.00                         |
|         | 400          | 1019-401 | Grade-Pave Structure    | 8.513                      | Approx. 3 mi. E. of E. R. 43 to Plant City   | Ballinger Paying Co.                 | 2-58            | 12%                                  | 2,087,011.00                       |
|         | 400          | 1019-402 | Grade-Pave Structure    | 1.508                      | S. R. 5383 (Temple Terrace Highway) to Foster Ave  | Cone Bros. Contracting Co.           | 4-58            | 7%                                   | 2,067,008.00                       |
|         | 8-583        | 1059-150 | Grade-Pave Structure    | 4.767                      | Waters Ave. - S. R. 8-880 to S. R. 8-897   | J. W. Connor & Sons, Inc.            | 10-57           | 84%                                  | 505,992.00                         |
|         | 8-584        | 1072-250 | Grade-Pave Structure    | 4.436                      | 22nd St. Causeway to Gilmanon (Abelia Road) to S. R. 670   | Dunn Construction Co., Inc.          | 4-58            | 30%                                  | 291,038.00                         |
|         | 43           | 1096-208 | Grade-Pave Structure    |                            | E. Connection to Interstate-Plant City E. and Third Bay Bridge to W. of Memorial Highway                       | Cone Bros. Contracting Co.           | 5-58            | 87%                                  | 861,126.00                         |
|         | 400          | 1000-118 | Grade-Pave Structure    | 1.110                      |  | W. H. Armstrong Co., Inc.            | 6-58            | 1%                                   | 70,454.00                          |
|         | 400          | 1019-400 | Grade-Pave Structure    | 1.809                      |  |                                      |                 | 4%                                   | 2,463,824.00                       |
| Lee     | 8-75-A       | 1258-250 | Grade-Pave Structure    | 3.300                      | S. R. 75 to 3.3 mi. East   | J. W. Connor & Sons, Inc.            | 3-56            | 11-56                                | 175,512.00                         |
|         | 8-75         | 1258-250 | Grade-Pave Structure    | 0.408                      | S. R. 31 to Hendry County Line   | W. H. Armstrong Co., Inc.            | 4-56            | 11-56                                | 12,225.00                          |
|         | 867          | 1204-110 | Grade-Pave Structure    | 1.808                      | Manuaba Branch to City Lamin   | J. W. Connor & Sons, Inc.            | 6-56            | 11-56                                | 92,731.00                          |
|         | 43           | 1201-801 | Reinforce               | 0.846                      | E. City Lamin N. to Edison Bridge  | Macasphalt Corp.                     | 9-56            | 11-56                                | 19,427.00                          |
|         | 80           | 1202-801 | Reinforce               | 1.358                      | S. R. 48 to A.C.L. R. R.   | Macasphalt Corp.                     | 9-56            | 11-56                                | 25,641.00                          |
|         | 82           | 1207-801 | Reinforce               | 1.272                      | S. R. 48 to East   | Macasphalt Corp.                     | 9-56            | 11-56                                | 26,375.00                          |
|         | 43           | 1201-203 | Grade-Pave Structure    | 4.440                      | 4.5 mi. N. Collier County Line to 10 mi. N. of Collier County Line, except 1201-110                            | Central Florida Construction Co.     | 8-56            | 6-57                                 | 285,286.00                         |
|         | 43           | 1201-110 | Grade-Pave Structure    | 5.713                      | Collier County Line to 8 mi. N., except 1201-203   | Central Florida Construction Co.     | 8-56            | 6-57                                 | 280,888.00                         |
|         | 82           | 1207-802 | Surface Treatment       | 7.271                      | M. F. 9-880 to 17-071  | Troop Bros. Inc.                     | 10-57           | 6-57                                 | 22,028.00                          |
|         | 43           | 1201-802 | Reinforce               | 6.657                      | S. R. 75 N. to Charlotte County Line   | Dunn Construction Co., Inc.          | 9-57            | 11-57                                | 82,620.00                          |
|         | 82           | 1207-802 | Reinforce               | 4.671                      | 1.2 mi. E. of S. R. 45 to S. R. 8-82-A   | Dunn Construction Co., Inc.          | 10-57           | 12-57                                | 66,725.00                          |
|         | 43           | 1201-120 | Signals                 |                            | A.C.L. - N. and S. of South Springs  | A.C.L. R. R.                         | 11-57           | 12-57                                | 14,640.00                          |
|         | 82           | 1207-104 | Signals                 |                            | A.C.L. R. R. at Anderson Ave.  | A.C.L. R. R.                         | 12-57           | 1-58                                 | 18,545.00                          |
|         | 8-803        | 1209-150 | Grade-Pave Structure    | 4.980                      | S. R. 48 W. and N. - Route Springs Road from 1209-151 and 1201-120   | Cone Bros. Contracting Co.           | 7-57            | 3-58                                 | 315,566.00                         |
|         | 8-803        | 1209-151 | Grade-Pave Structure    | 1.532                      | Gulf of Mexico to Collier County Line  | Cone Bros. Contracting Co.           | 7-57            | 3-58                                 | 101,200.00                         |
|         | 8-80-A       | 1231-151 | Grade-Pave Structure    | 4.201                      | S. R. 80 to Buckingham Store   | Harrison-Allen Construction Co.      | 4-58            | 6-58                                 | 80,481.00                          |
|         | 82           | 1207-106 | Grade-Pave Structure    |                            | Farmers Market at Fort Myers   | Shale Forces                         | 11-57           | 20%                                  | 21,000.00                          |
|         | 8-75         | 1207-105 | Drainage                | 5.321                      | Correct Drainage Conditions in Fort Myers  | Shale Forces                         | 3-58            | 70%                                  | 20,000.00                          |
|         | 8-75         | 1232-251 | Grade-Pave Structure    |                            | S. R. 48 near Sabalita to E. of Bayshore   | Adrian Construction, Inc.            | 6-58            | 1%                                   | 258,448.00                         |
| Manatee | 55           | 1313-158 | Hydraulic Embankment    | 884                        | E. of Structure "V" to E. and Structure "D" Approaches to Sarasota Pass, Pecos Bayou and Palms Soda Bay Bridge | Harrison-Allen Construction Co.      | 6-56            | 10-56                                | 40,096.00                          |
|         | 61           | 1315-176 | Hydraulic Embankment    | 2.121                      |  | Harrison-Allen Construction Co.      | 7-56            | 1-57                                 | 655,017.00                         |



**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIRST DISTRICT (Continued)**

| County   | S.R.<br>No. | Job No.  | Type of<br>Construction                        | Length<br>Miles<br>or Feet | Location  | Construction Agency                   | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimated) |
|----------|-------------|----------|--|----------------------------|---|---------------------------------------|-----------------|---------------------------------|------------------------------------|
| Pasco    | 684         | 1304-176 | Toll Collection Equipment                      |                            | Cortes Bridge   | International Business Machines Corp. | 7-56            | 3-57                            | \$ 24,597 00                       |
|          | 684         | 1304-177 | Toll Plaza and Booths                          |                            | Cortes Bridge   | Mills-Jones                           | 7-56            | 3-57                            | 71,500 00                          |
|          | 684         | 1304-178 | Toll Administration Building<br>and Water Well |                            | Cortes Bridge   | Harbert Construction Corp.            | 8-56            | 3-57                            | 62,336 00                          |
|          | 684         | 1304-175 | Bridge   | 706                        | Cortes Bridge   | Bay Dredging & Construction Co.       | 7-55            | 3-57                            | 956,775 00                         |
|          | 45          | 1303-801 | Resurface                                      | 7 558                      | S.R. 55 to Hillsborough County Line                                 | Cone Bros. Contracting Co.            | 10-56           | 4-57                            | 98,252 00                          |
|          | 55          | 1313-275 | Bridge and Approaches                          | 421                        | Bridge over Manatee River   | Hardaway Contracting Co.              | 1-56            | 6-57                            | 1,472,162 00                       |
|          | 43          | 1302-203 | Grade-Pave-Structure                           | 4 727                      | Parish to Hillsborough County Line                                  | Brinson-Allen Construction Co.        | 12-56           | 6-57                            | 365,644 00                         |
|          | 64          | 1315-180 | Grade-Pave                                     | 3 410                      | Approaches Sarasota Pass, Perico Bayou and Palma<br>Sola Bay Bridge | Brinson-Allen Construction Co.        | 12-56           | 6-57                            | 263,857 00                         |
|          | 64          | 1315-175 | Bridge   |                            | Sarasota Pass, Perico Pass, Palma Sola Bay                          | Hardaway Contracting Co.              | 12-55           | 7-57                            | 1,466,123 00                       |
|          | 64          | 1315-178 | Toll Plaza and Booths                          |                            | Palma Sola Bay Bridge   | Mills-Jones                           | 7-56            | 7-57                            | 71,500 00                          |
|          | 45          | 1301-201 | Grade-Pave-Structure                           | 1 777                      | Sarasota County Line to North                                       | Dunn Construction Co., Inc.           | 4-56            | 8-57                            | 488,188 00                         |
|          | 64          | 1315-177 | Toll Collection Equipment                      |                            | Palma Sola Bay Bridge   | International Business Machines Corp. | 7-56            | 8-57                            | 24,597 00                          |
|          | 64          | 1315-179 | Toll Administration Building<br>and Water Well |                            | Palma Sola Bay Bridge   | Harbert Construction Corp.            | 8-56            | 8-57                            | 79,583 00                          |
|          | 64          | 1305-106 | Grade-Pave-Structure                           | 948                        | Bradenton River Bridge and Approaches                               | Cone Bros. Contracting Co.            | 10-56           | 10-57                           | 530,290 00                         |
|          | 780         | 1308-801 | Resurface                                      | 4 300                      | Sarasota County Line to North                                       | Dunn Construction Co., Inc.           | 10-57           | 11-57                           | 37,706 00                          |
|          | 780         | 1308-175 | Bridge   | 378                        | Bridge at Long Beach  | Bay Dredging & Construction Co.       | 3-56            | 12-57                           | 835,605 00                         |
|          | 64          | 1313-103 | Grade-Pave-Structure                           | 523                        | 7th St. Connection to Palmetto                                      | Brinson-Allen Construction Co.        | 8-57            | 1-58                            | 142,847 00                         |
|          | 64          | 1315-181 | Grade-Pave-Structure                           | 2 474                      | Palma Sola Bay to 43rd St. on Manatee Ave.                          | J. D. Manly Construction Co.          | 4-57            | 2-58                            | 670,481 00                         |
|          | 64          | 1315-182 | Grade-Pave-Structure                           | 512                        | 43rd St. to 34th St. on Manatee Ave.                                | J. D. Manly Construction Co.          | 10-57           | 2-58                            | 173,208 00                         |
|          | 780         | 1308-176 | Grade-Pave-Structure                           | 1 555                      | Anna Maria Key to Long Boat Key                                     | Cone Bros. Contracting Co.            | 3-57            | 5-58                            | 967,764 00                         |
|          | 55          | 1313-201 | Grade-Pave-Structure                           | 1 167                      | Manatee Ave. N. to S.R. 43 (less Job 1313-275)                      | Brinson-Allen Construction Co.        | 6-57            | 6-58                            | 971,367 00                         |
|          | 70          | 1316-101 | Grade-Pave-Structure                           | 3 378                      | Oneco E. to Braden River (S.R. 45)                                  | J. W. Conner & Sons, Inc.             | 1-58            | 67%                             | 574,817 00                         |
|          | 45          | 1301-119 | Grade-Pave-Structure                           | 3 611                      | Bowles Creek to Cortes Road (S.R. 684)                              | Dunn Construction Co., Inc.           | 1-58            | 52%                             | 1,212,582 00                       |
| Pinellas | 8-518       | 1466-150 | Grade-Pave-Structure                           | 1 980                      | Trouble Creek Road—S.R. 55 to East                                  | W. L. Cobb Construction Co.           | 6-56            | 9-56                            | 69,743 00                          |
|          | 35          | 1405-801 | Resurface                                      | 6 163                      | S. City Limits Dade City to North                                   | Macapahalt Corp.                      | 10-56           | 11-56                           | 62,652 00                          |
|          | 8-595       | 1458-105 | Bridge and Approaches                          | 097                        | Cootie River in New Port Richey                                     | C. T. Felix                           | 7-56            | 2-57                            | 138,505 00                         |
|          | 8-577       | 1455-152 | Grade-Pave-Structure                           | 134                        | South Limits San Antonio to S.R. 52                                 | W. L. Cobb Construction Co.           | 12-56           | 4-57                            | 1,354 00                           |
|          | 8-577       | 1455-250 | Grade-Pave-Structure                           | 6 012                      | S.R. 54 to S.R. 579-A   | W. L. Cobb Construction Co.           | 12-56           | 4-57                            | 145,412 00                         |
|          | 54          | 1409-150 | Grade-Pave-Structure                           | 6 583                      | Zephyrhills to West   | San Marco Contracting Co.             | 9-56            | 4-57                            | 259,724 00                         |
|          | 8-575       | 1453-150 | Pave   | 1 515                      | S.R. 41 at Blanton to Mirror Lake                                   | Ewell Engineering & Contracting Co.   | 1-57            | 5-57                            | 91,156 00                          |
|          | 587         | 1404-301 | Signals  |                            | S.A.L. R.R. near Dunham   | S.A.L. R.R.                           | 7-57            | 8-57                            | 11,309 00                          |
|          |             | 1400-151 | Grade-Pave-Structure                           | 768                        | S.R. 55 to Park at Hudson   | Hadley Contracting Co., Inc.          | 8-57            | 11-57                           | 65,857 00                          |
|          | 587         | 1404-291 | Grade-Pave-Structure                           | 1 008                      | Hillsborough County Line to S.R. 45 (Dale<br>Malby Extension)       | H. E. Wolfe Construction Co., Inc.    | 10-56           | 12-57                           | 130,050 00                         |
|          | 45          | 1401-801 | Resurface                                      | 535                        | M.P. 5.479 to M.P. 6.023 (Dread Overpass)                           | Cone Bros. Contracting Co.            | 11-57           | 12-57                           | 6,320 00                           |
|          | 41          | 1405-802 | Resurface                                      | 3 847                      | Hillsborough County Line to S.R. 39                                 | Cone Bros. Contracting Co.            | 10-57           | 1-58                            | 50,284 00                          |
|          | 39          | 1411-801 | Resurface                                      | 3 591                      | Hillsborough County Line to S.R. 41                                 | Cone Bros. Contracting Co.            | 11-57           | 1-58                            | 40,417 00                          |
|          | 52          | 1412-110 | Signals  |                            | S.A.L. Railroad at Fivay  | S.A.L. R.R.                           | 2-58            | 2-58                            | 10,000 00                          |
|          | 35-A        | 1413-101 | Grade-Pave-Structure                           | 1 570                      | S.R. 35-A to S.R. 39 and 700 (Dade City Truck<br>Route)             | Ewell Engineering & Contracting Co.   | 7-57            | 3-58                            | 394,120 00                         |
|          |             | 1449-102 | Grade-Pave-Structure                           |                            | State Livestock Laboratory  | State Forces                          | 3-58            | 5-58                            | 5,000 00                           |
|          | 595         | 1403-118 | Grade-Pave-Structure                           | 878                        | Pinellas County Line to old S.R. 55                                 | Campbell Paving Co.                   | 1-58            | 70%                             | 123,655 00                         |
|          | 8-578       | 1452-153 | Signals  |                            | S.A.L. Railroad Signals at Locke St.                                | S.A.L. Railroad                       | 6-58            | 50%                             | 20,470 00                          |
| Pinellas | 8-594       | 1561-150 | Grade-Pave-Structure                           | 3 161                      | Pinellas Park to S.R. 600   | W. L. Cobb Construction Co.           | 6-56            | 8-56                            | 42,029 00                          |
|          | 590         | 1505-150 | Grade-Pave-Structure                           | 4 379                      | Glenwood Ave. in Clearwater to S.R. 55                              | J. W. Conner & Sons, Inc.             | 1-56            | 8-56                            | 392,393 00                         |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIRST DISTRICT (Continued)**

| County | S. R.<br>No. | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location   | Construction Agency                 | Date<br>Started | Date or<br>Percent<br>Com-<br>pleted | Cost<br>(Contract or<br>Estimated) |
|--------|--------------|----------|-------------------------|----------------------------|--|-------------------------------------|-----------------|--------------------------------------|------------------------------------|
|        | 561          | 1505-151 | Widen-Resurface         | 1.660                      | Cushman Road—Drew St. N. E. to S. R. 55.             | J. W. Conner & Sons, Inc.           | 5-56            | 8-56                                 | 74,500.00                          |
|        | 55           | 1517-180 | Hydraulic Embankment    |                            | N. end Structure "C" to N. of Structure "A"          | Brimme-Alton Construction Co.       | 5-56            | 9-56                                 | 55,281.00                          |
|        | 687          | 1509-151 | Replaces Culvert        | 0.19                       | Near 77th St. N. in St. Petersburg                   | W. H. Arnston Co., Inc.             | 5-56            | 9-56                                 | 61,131.00                          |
|        | S-494        | 1581-150 | Signals                 |                            | S. A. L. Railroad at Oakhurst Rd.                    | S. A. L. R.R.                       | 9-56            | 9-56                                 | 6,756.00                           |
|        | 60           | 1522-201 | Resurface               | 0.290                      | S. R. 505 W. to Causeway Bridge                      | W. L. Cobb Construction Co.         | 9-56            | 10-56                                | 7,713.00                           |
|        | 665          | 1502-152 | Grade-Pave-Structure    | 4.428                      | Palm Harbor to Tarpon Springs                        | Campbell Paving Co.                 | 7-56            | 11-56                                | 140,881.00                         |
|        | 699          | 1510-104 | Fenders                 |                            | Johns Pass Bridge (27)                               | Hardway Contracting Co.             | 9-56            | 11-56                                | 18,279.00                          |
|        | S-494        | 1551-251 | Grade-Pave-Structure    | 2.505                      | Cashmere Road—S. R. 605 to West                      | Hardy Contracting Co., Inc.         | 6-56            | 12-56                                | 166,667.00                         |
|        | S-490        | 1550-151 | Grade-Pave-Structure    | 0.592                      | On Ponce de Leon Ave.—Park St. to Central Ave.       |                                     |                 |                                      |                                    |
|        | 687          | 1519-102 | Test Piles              |                            | St. Petersburg                                       | W. L. Cobb Construction Co.         | 7-56            | 1-57                                 | 216,673.00                         |
|        | 55           | 1517-191 | Power Line              |                            | Third Bridge   | Hardway Contracting Co.             | 10-56           | 1-57                                 | 27,120.00                          |
|        | S-505-A      | 1557-151 | Sidewalk                | 1.250                      | N. end Structure "C" S. to Pier 1, North             | State Forces                        | 10-56           | 2-57                                 | 7,600.00                           |
|        | S-490        | 1550-154 | Signals                 |                            | Bellair St. to Duval Rd.                             | State Forces                        | 12-56           | 3-57                                 | 13,097.00                          |
|        | 686          | 1503-108 | Grade-Pave-Structure    | 2.771                      | S. A. L. Railroad on Pasadena Ave. in St. Petersburg | S. A. L. R.R.                       | 2-57            | 3-57                                 | 12,000.00                          |
|        | 584          | 1508-107 | Grade-Pave-Structure    |                            | Largo to S. R. 55                                    | W. H. Arnston Co., Inc.             | 8-56            | 4-57                                 | 483,167.00                         |
|        | 55           | 1515-108 | Grade-Pave-Structure    | 8.337                      | Reconstruction at Intersection of S. R. 580          | J. W. Conner & Sons, Inc.           | 10-56           | 5-57                                 | 9,032.00                           |
|        | 505          | 1501-403 | Storm Sewer             |                            | Pompana Park to S. R. 60 (saddle lanes)              | J. W. Conner & Sons, Inc.           | 10-56           | 5-57                                 | 662,001.00                         |
|        |              | 1500-105 | Grade-Pave-Structure    | 2.073                      | Correct Drainage at Largo                            | State Forces                        | 1-57            | 5-57                                 | 38,000.00                          |
|        |              | 1521-150 | Test Borings            |                            | S. R. 55 E. to S. R. 607 S. end of St. Petersburg    | W. L. Cobb Construction Co.         | 1-57            | 6-57                                 | 205,016.00                         |
|        |              |          |                         |                            | Behlar Beach to Clearwater Beach—Across              |                                     |                 |                                      |                                    |
|        |              |          |                         |                            | Little Pass  | Wingert Laboratories, Inc.          | 1-57            | 6-57                                 | 183,725.00                         |
|        |              |          |                         |                            | Long Key to Muller Key with connection to            |                                     |                 |                                      |                                    |
|        |              |          |                         |                            | Sunshine Skyway                                      |                                     |                 |                                      |                                    |
|        |              |          |                         |                            | S. R. 60 N. to S. R. 590                             | Wingert Laboratories, Inc.          | 1-57            | 6-57                                 | 335,925.00                         |
|        |              |          |                         |                            | S. A. L. Railroad—Tyrona Blvd.                       | Hadley Contracting Co., Inc.        | 2-57            | 6-57                                 | 46,282.00                          |
|        |              |          |                         |                            | S. R. 603 to S. R. 55                                | H. E. Wolfe Construction Co., Inc.  | 5-56            | 7-57                                 | 525,305.00                         |
|        |              |          |                         |                            | Tyrona Blvd.   | J. D. Manly Construction Co.        | 9-56            | 7-57                                 | 1,112,500.00                       |
|        |              |          |                         |                            | N. Lantia Redington Beach North westerly             | H. E. Wolfe Construction Co., Inc.  | 5-56            | 7-57                                 | 1,582,510.00                       |
|        |              |          |                         |                            | 22nd Ave.—16th St. to 4th St.                        | W. L. Cobb Construction Co.         | 1-57            | 12-57                                | 688,477.00                         |
|        |              |          |                         |                            | St. of Structure and W. of Skyway                    | W. L. Cobb Construction Co.         | 6-57            | 2-58                                 | 503,690.00                         |
|        |              |          |                         |                            | 6th St. N.—120th Ave. N. to S. R. 55                 | State Forces                        | 2-57            | 4-58                                 | 15,000.00                          |
|        |              |          |                         |                            | N.—Haines Rd. to S. R. 55                            |                                     |                 |                                      |                                    |
|        |              |          |                         |                            | Indian Rocks Bridge and Approach                     | W. H. Arnston Co., Inc.             | 2-56            | 6-58                                 | 227,342.00                         |
|        |              |          |                         |                            | Third Bay Bridge (Structure C)                       | Bay Dredging & Construction Co.     | 12-56           | 99%                                  | 792,471.00                         |
|        |              |          |                         |                            | Dunstan to Palm Harbor                               | Balderson Paving Co.                | 6-57            | 13%                                  | 3,722,582.00                       |
|        |              |          |                         |                            | Avonlea River Bridge to Pass County Line             | W. L. Cobb Construction Co.         | 1-56            | 49%                                  | 768,581.00                         |
|        |              |          |                         |                            |  | Campbell Paving Co.                 | 1-56            | 74%                                  | 176,716.00                         |
|        |              |          |                         |                            | Bridges S. of Bayview                                |                                     |                 |                                      |                                    |
|        |              |          |                         |                            | A. C. L. R.R. in Progress                            | Ryan Construction Co.               | 4-56            | 7-56                                 | 34,720.00                          |
|        |              |          |                         |                            | S. R. 630 in Port Manatee to North                   | A. C. L. R.R.                       | 7-56            | 7-56                                 | 9,377.00                           |
|        |              |          |                         |                            | Harder County Line to Bayview                        | Ever Engineering & Contracting Co.  | 3-56            | 8-56                                 | 304,606.00                         |
|        |              |          |                         |                            | Bridge No. 46, 4 mi. W. of Mobley                    | Dunn Construction Co., Inc.         | 6-56            | 8-56                                 | 135,232.00                         |
|        |              |          |                         |                            | A. C. L. Railroad on Ave. "A" in Winter Haven        | Swift Engineering & Contracting Co. | 7-56            | 11-56                                | 9,585.00                           |
|        |              |          |                         |                            | S. R. 33 to East                                     | A. C. L. R.R.                       | 9-56            | 10-56                                | 15,840.00                          |
|        |              |          |                         |                            | N. Lantia Labeland, Northwesterly                    | Manasphalt Corp.                    | 10-56           | 12-56                                | 21,720.00                          |
|        |              |          |                         |                            | M. P. 25,782 to M. P. 29,282 (in Dunedin)            | Manasphalt Corp.                    | 10-56           | 12-56                                | 140,005.00                         |
|        |              |          |                         |                            | M. P. 13.5 to M. P. 10.4 (Bayview to East)           | Manasphalt Corp.                    | 10-56           | 12-56                                | 9,511.00                           |
|        |              |          |                         |                            | Labeland to Carter's Corner                          | Manasphalt Corp.                    | 10-56           | 12-56                                | 40,581.00                          |
|        |              |          |                         |                            | S. R. 601 to S. R. 600                               | Manasphalt Corp.                    | 10-56           | 12-56                                | 215,017.00                         |
|        |              |          |                         |                            | S. A. L. R.R.—Lake Wales                             | Manasphalt Corp.                    | 12-55           | 6-57                                 | 1,203,267.00                       |
|        |              |          |                         |                            |  | Come Bros. Contracting Co.          | 12-55           | 6-57                                 | 169,541.00                         |
|        |              |          |                         |                            |  | Come Bros. Contracting Co.          | 12-55           | 6-57                                 |                                    |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIRST DISTRICT (Continued)**

| County   | S.R.<br>No. | Job No.  | Type of<br>Construction  | Length<br>Miles<br>or Feet | Location  | Construction Agency                 | Date<br>Started | Date or<br>Percent<br>Complete | Cost<br>(Contract or<br>Estimated) |
|----------|-------------|----------|--------------------------|----------------------------|---|-------------------------------------|-----------------|--------------------------------|------------------------------------|
| Saracola |             | 1649-104 | Grade-Pave-Structure     |                            | At District Office  | State Forces                        | 3-57            | 6-57                           | 7,500.00                           |
|          | 37          | 1635-108 | Grade-Pave-Structure     | 1.323                      | S. Limits to Hancock St. in Lakeland                                  | Central Florida Construction Co.    | 12-56           | 8-57                           | 494,057.00                         |
|          | 700         | 1606-801 | Roadbase                 | 1.838                      | M.P. 11.565 to M.P. 13.403 in Lakeland                                | Manacraft Corp.                     | 9-57            | 9-57                           | 25,148.00                          |
|          | S-630       | 1651-151 | Grade-Pave-Structure     | 0.880                      | W. Limits Fort Meade to West  | J. W. Connor & Sons, Inc.           | 7-57            | 11-57                          | 80,718.00                          |
|          | 842         | 1628-106 | Grade-Pave-Structure     | 5.257                      | Water Haven to Pasadena   | Britannia-Alton Construction Co.    | 9-57            | 11-57                          | 241,025.00                         |
|          | 600         | 1610-203 | Grade-Pave-Structure     | 2.664                      | Hillsborough County Line to East                                      | Hilltopping Paving Co.              | 4-56            | 12-57                          | 1,043,455.00                       |
|          | 600         | 1610-204 | Grade-Pave-Structure     | 1.764                      | 2.6 mi. E. of Hillsborough County Line to<br>Job 1610-202             | Balinger Paving Co.                 | 4-56            | 12-57                          | 374,973.00                         |
|          | S-630       | 1651-252 | Grade-Pave-Structure     | 6.975                      | Old S.R. 37 to Brewster to Road S-555                                 | Conc. Bros. Contracting Co.         | 2-57            | 12-57                          | 312,011.00                         |
|          | S-630       | 1651-350 | Signal                   |                            | A.C.L. R.R. in Fort Meade   | A.C.L. R.R.                         | 1-55            | 1-56                           | 13,170.00                          |
|          | 1649-105    | 1649-105 | Grade and Pave           |                            | Peace River E. of Bowling Green—on County Line                        | State Forces                        | 11-57           | 2-58                           | 14,090.00                          |
|          | S-664       | 1671-150 | Bridge and Approach      | 0.227                      | Peace River E. of Bowling Green—on County Line<br>Road                | S. M. Wall Co.                      | 8-57            | 4-58                           | 107,934.00                         |
|          | 1649-106    | 1649-106 | Grade and Pave           |                            | State Plant Board Laboratory in Winter Haven                          | State Forces                        | 3-58            | 4-58                           | 6,590.00                           |
|          | S-17-A      | 1667-151 | Grade-Pave-Structure     | 9.409                      | S.R. 17 in Lake Wales E. N. and W. to S.R. 17                         | J. D. Manly Construction Co.        | 11-57           | 6-58                           | 838,775.00                         |
|          | 600         | 1609-113 | Grade-Pave-Structure     | 0.392                      | Central Ave. connection to S.R. 25 in Lake Wales                      | Britannia-Alton Construction Co.    | 1-58            | 6-58                           | 111,806.00                         |
|          | 600         | 1602-115 | Drainage                 |                            | Re-use drainage conditions in Haines City                             | J. H. Crager Construction Co.       | 4-58            | 8-57                           | 86,079.00                          |
| Saracola | 642         | 1628-107 | Grade-Pave-Structure     | 0.235                      | Central Ave.—M.P. 0.412 to M.P. 0.602 in Winter<br>Haven (at Library) | Ewell Engineering & Contracting Co. | 6-58            | 4-57                           | 95,036.00                          |
|          | S-640       | 1665-150 | Grade-Pave-Structure     | 2.641                      | S.R. 35 in Highlands to West  | Ewell Engineering & Contracting Co. | 5-58            | 2-57                           | 112,115.00                         |
|          | S-647       | 1664-152 | Grade-Pave-Structure     | 1.732                      | S.R. 600 to Davenport to West   | Ewell Engineering & Contracting Co. | 5-58            | 11-57                          | 114,796.00                         |
|          | 782         | 1711-401 | Bridge Repair            | 222 ft.                    | Shiloh's Point Bridge No. 55  | State Forces                        | 6-56            | 7-56                           | 10,750.00                          |
|          | 1700-106    | 1700-106 | Grade-Pave-Structure     |                            | Parking Area—Ringing Art Museum                                       | State Forces                        | 7-56            | 9-56                           | 30,090.00                          |
|          | 45          | 1702-204 | Grade-Pave-Structure     | 2.804                      | M.P. 36.509 to N. City Limits, Saracola                               | Dunn Construction Co., Inc.         | 4-56            | 8-57                           | 865,440.00                         |
|          | 45          | 1702-205 | Grade-Pave-Structure     | 0.261                      | N. Limits Saracola to Maunten County Line                             | Dunn Construction Co., Inc.         | 4-56            | 8-57                           | 58,792.00                          |
|          | 780         | 1703-801 | Roadbase                 | 6.152                      | M.P. 2.755 to Maunten County Line                                     | Dunn Construction Co., Inc.         | 10-57           | 11-57                          | 75,702.00                          |
|          | 778         | 1713-160 | Signal                   |                            | S.A.L. R.R. on De Soto Road   | S.A.L. R.R.                         | 1-58            | 1-58                           | 8,500.00                           |
|          | R-72-A      | 1758-183 | Signal                   |                            | A.C.L. R.R. on Bee Ridge Road   | S.A.L. R.R.                         | 3-58            | 2-58                           | 9,400.00                           |
|          | 778         | 1700-150 | Signal                   |                            | A.C.L. R.R. on the Soto Road  | A.C.L. R.R.                         | 4-58            | 4-58                           | 8,220.00                           |
|          | 1749-104    | 1749-104 | Grade-Pave-Structure     |                            | Driver—Ringing Art Museum   | State Forces                        | 4-57            | 6-58                           | 8,700.00                           |
|          | 45          | 1702-115 | Hydraulic Fill Bulkheads |                            | Bay Front Drive—Recreation S.R. 45—Saracola                           | W. H. Armistead, Inc.               | 4-57            | 8-57                           | 332,886.00                         |
|          | 780         | 1703-109 | Hydraulic Fill Bulkheads |                            | Ringing Causeway  | W. H. Armistead, Inc.               | 4-57            | 9-57                           | 360,822.00                         |
|          | S-72-A      | 1753-152 | Grade-Pave-Structure     | 0.603                      | S.R. 45 to East   | Britannia-Alton Construction Co.    | 4-58            | 1-57                           | 76,179.00                          |
| Alachua  | R-72-A      | 1753-251 | Grade-Pave-Structure     | 1.873                      | E. of S.R. 45 to East   | Britannia-Alton Construction Co.    | 4-58            | 2-57                           | 158,579.00                         |
|          | 780         | 1703-173 | Bridge                   | 3.258                      | Hanging Causeway Bridge   | Hackway Contracting Co.             | 6-57            | 7-57                           | 2,377,394.00                       |
|          | 2649-126    | 2649-126 | Grade-Pave-Structure     |                            | University of Florida—Parking Area                                    | J. H. Crager Construction Co.       | 8-56            | 12-56                          | 100,682.00                         |
|          | R-241       | 2662-151 | Grade-Pave-Structure     | 2.993                      | Leroy County Line to Archer   | W. & M. Construction, Inc.          | 8-56            | 2-57                           | 56,463.00                          |
|          | 2649-122    | 2649-122 | Grade-Pave-Structure     |                            | Levy County Line to Gainesville                                       | W. & M. Construction, Inc.          | 9-56            | 2-57                           | 46,335.00                          |
|          | 2601-303    | 2601-303 | Grade-Pave-Structure     | 0.732                      | Highland Underpass at M.P. 13.701                                     | S. M. Wall Co.                      | 11-55           | 3-57                           | 201,058.00                         |
|          | 2600-153    | 2600-153 | Grade-Pave-Structure     | 2.780                      | Access Road to New Gainesville High School                            | S. M. Wall Co.                      | 9-56            | 3-57                           | 133,497.00                         |
|          | 2601-208    | 2601-208 | Grade-Pave-Structure     | 9.905                      | S.R. 329 to S.R. 36   | S. M. Wall Co.                      | 11-55           | 4-57                           | 536,271.00                         |
|          | 2614-801    | 2614-801 | Roadbase                 |                            | S.R. 235 to Union County Line   | Georgia-Florida Paving Co., Inc.    | 8-57            | 9-57                           | 86,276.00                          |

**SECOND DISTRICT**

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
SECOND DISTRICT (Continued)**

| County   | S.R.<br>No. | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location  | Construction Agency                   | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimated) |
|----------|-------------|----------|-------------------------|----------------------------|---|---------------------------------------|-----------------|---------------------------------|------------------------------------|
|          | S-325       | 2657-150 | Grade-Pave-Structure    | 3.421                      | Windsor to S.R. 26  | J. H. Craggs Construction Co.         | 3-57            | 10-57                           | \$ 108,565.00                      |
|          | 20-26       | 2607-107 | Grade-Pave-Structure    | 4.131                      | 2 mi. W. of Gainesville to Waldo Road                                       | S. M. Wall Co.                        | 6-56            | 2-58                            | 740,327.00                         |
|          | 20-26       | 2608-103 | Grade-Pave-Structure    | 0.256                      | N. 12th St. in Gainesville, East  | S. M. Wall Co.                        | 6-56            | 2-58                            | 93,230.00                          |
|          |             | 2609-154 | Grade-Pave-Structure    | 0.508                      | N.W. 8th Ave. to Michigan Ave. in Gainesville                               | S. M. Wall Co.                        | 6-57            | 3-58                            | 79,483.00                          |
|          | S-329-A     | 2656-153 | Grade-Pave-Structure    | 1.348                      | S.R. 24 to S.R. 26  | S. M. Wall Co.                        | 7-57            | 3-58                            | 169,603.00                         |
|          | 25          | 2601-111 | Grade-Pave-Structure    | 1.742                      | Glen Springs Road N. to Jet, S.R. 20  | J. H. Craggs Construction Co.         | 10-56           | 4-58                            | 545,538.00                         |
|          | 25          | 2602-115 | Grade-Pave-Structure    | 3.455                      | Jet, S.R. 20 North  | J. H. Craggs Construction Co.         | 10-56           | 4-58                            | 360,479.00                         |
|          |             | 2649-128 | Grade-Pave-Structure    |                            | Roads and Parking Area at University of Florida                             | J. H. Craggs Construction Co.         | 7-57            | 4-58                            | 211,337.00                         |
|          | S-200-A     | 2668-460 | Sand-Asphalt-Hot Mix    | 5.770                      | Earlton Beach Road—S.R. 200 E. and S. to S.R. 26                            | Wright Contracting Co.                | 5-58            | 6-58                            | 8,819.00                           |
|          | 23          | 2610-801 | Resurface               | 5.138                      | S.R. 235 at La Crosse to Santa Fe River Bridge                              | Wright Contracting Co.                | 5-58            | 6-58                            | 22,819.00                          |
|          | S-232       | 2659-151 | Grade-Pave-Structure    | 9.641                      | Glenn Springs Road to S.R. 26   | W. & M. Construction Co.              | 1-58            | 36%                             | 518,464.00                         |
|          | 25          | 2601-110 | Grade-Pave-Structure    | 11.639                     | Marion County Line to S.R. 329  | H. E. Wolfe Construction Co., Inc.    | 1-58            | 16%                             | 1,676,294.00                       |
|          |             | 2649-130 | Grade-Pave-Structure    |                            | Parking Area and Roads at University of Florida<br>Hospital and Power Plant | State Forces and S. M. Wall Co.       | 3-58            | 1%                              | 375,778.00                         |
|          |             | 2649-129 | Grade-Pave-Structure    |                            | Roads in Florida Farm Colony  | S. M. Wall Co.                        | 5-58            | 77%                             | 32,936.00                          |
|          |             | 2649-131 | Grade-Pave-Structure    |                            | Roads on University of Florida Lands  | State Forces and S. M. Wall Co.       | 6-58            | 40%                             | 49,395.00                          |
| Baker    | S-250       | 2756-275 | Grade-Pave              | 15.862                     | Columbia County Line N. to S.R. 125   | Coffee Construction Co.               | 7-55            | 7-56                            | 461,922.00                         |
|          | 125         | 2704-801 | Resurface               | 4.998                      | S.R. 10 at Glen St. Mary, Northwesterly                                     | Wright Contracting Co.                | 4-58            | 6-58                            | 40,858.00                          |
|          | S-23-A      | 2758-150 | Grade-Pave-Structure    | 2.594                      | S.R. 125 to S.R. 23 S. of Macclenny   | Caddell and Jackson                   | 7-57            | 92%                             | 79,236.00                          |
|          | S-23-A      | 2757-150 | Grade-Pave-Structure    | 0.794                      | S.R. 10 N. and E. to S.R. 23  | Caddell and Jackson                   | 8-57            | 92%                             | 24,385.00                          |
|          | S-231       | 2753-153 | Grade-Pave-Structure    | 0.718                      | S.R. 10 at Olustee to Ocean Pond  | Caddell and Jackson                   | 8-57            | 92%                             | 21,830.00                          |
| Bradford | 225         | 2811-801 | Resurface               | 5.700                      | S.R. 16 to S.R. 200   | Duval Engineering & Contracting Co.   | 10-57           | 10-57                           | 62,303.00                          |
|          | S-214       | 2862-175 | Grade-Pave-Structure    | 0.623                      | S.R. 21 to Clay County Line   | W. & M. Construction Co.              | 6-57            | 11-57                           | 11,588.00                          |
|          | 100         | 2802-108 | Signals                 |                            | S.A.L. Railroad S. of Starke  | S.A.L. R.R.                           | 3-58            | 3-58                            | 7,700.00                           |
|          | 235-18-227  | 2806-801 | Resurface               | 13.691                     | N. end Santa Fe River Bridge to S.R. 200 N. of<br>Hampton                   | Wright Construction Co.               | 5-58            | 6-58                            | 60,915.00                          |
|          | 221         | 2807-801 | Resurface               | 2.110                      | S.R. 200 S.W. of Hampton to S.R. 18 at W.<br>Limits Hampton                 | Wright Contracting Co.                | 5-58            | 6-58                            | 10,805.00                          |
|          | 18          | 2808-801 | Resurface               | 3.479                      | S.R. 227 W. of Hampton to S.R. 221 in Hampton                               | Wright Contracting Co.                | 5-58            | 6-58                            | 17,396.00                          |
| Clay     | S-315       | 7156-150 | Grade-Pave-Structure    | 3.094                      | Peters Creek to S.R. 16   | Duval Engineering & Contracting Co.   | 3-56            | 9-56                            | 86,606.00                          |
|          |             | 7100-102 | Grade-Pave-Structure    | 4.660                      | Roads in Gold Head Branch State Park  | L. L. Hall Construction Co.           | 4-56            | 10-56                           | 75,774.00                          |
|          | 15          | 7102-202 | Grade-Pave-Structure    | 1.109                      | Intersection S.R. 16 to Orange Ave. in Green Cove<br>Springs                | Marion Construction Co.               | 10-56           | 5-57                            | 303,022.00                         |
|          | 16          | 7110-103 | Grade-Pave-Structure    | 0.210                      | Oak St. to Ferris St. in Green Cove Springs                                 | Marion Construction Co.               | 10-56           | 5-57                            | 54,208.00                          |
|          | S-214       | 7157-150 | Grade-Pave-Structure    | 4.033                      | Bradford County Line to S.R. 100  | W. & M. Construction Co.              | 6-57            | 11-57                           | 80,745.00                          |
|          | 16          | 7105-801 | Resurface               | 8.334                      | S.R. 230 to S.R. 21   | Wright Contracting Co.                | 11-57           | 3-58                            | 211,106.00                         |
|          | 230         | 7108-801 | Resurface               | 1.930                      | Bradford County Line to East  | Wright Contracting Co.                | 11-57           | 3-58                            | 29,473.00                          |
|          | 230         | 7109-801 | Resurface               | 1.649                      | M.P. 0.000 to S.R. 16   | Wright Contracting Co.                | 11-57           | 3-58                            | 25,182.00                          |
|          | S-220       | 7158-150 | Grade-Pave-Structure    | 3.894                      | Streets in Middleburg and from S.R. 21 W. and S.                            | J. H. Craggs Construction Co.         | 1-58            | 41%                             | 133,821.00                         |
|          | S-220       | 7158-250 | Grade-Pave-Structure    | 5.482                      | S.R. 21 N. of Middleburg to S.R. 224  | J. H. Craggs Construction Co.         | 2-58            | 26%                             | 223,511.00                         |
|          | S-220       | 7158-151 | Grade-Pave-Structure    | 1.202                      | S.R. 220 near Doctor's Inlet N. to S.R. 21                                  | J. H. Craggs Construction Co.         | 4-58            | 41%                             | 41,696.00                          |
| Columbia |             | 2900-111 | Grade-Pave              |                            | Florida Highway Patrol Station—Lake City                                    | State Forces                          | 6-56            | 7-56                            | 1,180.00                           |
|          | S-250       | 2958-250 | Grade-Pave              | 10.774                     | W. Boundary Ocala National Forest to Baker<br>County Line                   | Coffee Construction Co.               | 3-56            | 12-56                           | 253,505.00                         |
|          | 47          | 2902-801 | Resurface               | 11.618                     | S.R. 20 in Fort White to North  | Georgia-Florida Paving Co., Inc.      | 8-57            | 10-57                           | 110,137.00                         |
|          | 25          | 2904-205 | Grade-Structure         | 0.410                      | S.A.L. and A.C.L. Overpass—Lake City  | Coffee Construction Co.               | 8-56            | 3-58                            | 529,219.00                         |
|          |             | 2949-104 | Grade-Pave-Structure    |                            | O'Leno State Park   | Duval Engineering and Contracting Co. | 11-57           | 4-58                            | 66,811.00                          |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
SECOND DISTRICT (Continued)**

| County | S.R. No. | Job No.    | Type of Construction     | Length Miles or Feet | Location   | Construction Agency                 | Date Started | Date or Percent Completed | Cost (Contract or Estimated) |
|--------|----------|------------|--------------------------|----------------------|--|-------------------------------------|--------------|---------------------------|------------------------------|
| Dade   |          | 7204-150   | Grade-Pave-Structure     | 0.947                | S.R. 25 W. to S.R. S-250 and 4th St.—De Soto St. S. to S.R. 10.    | Caddell and Jackson                 | 1-58         | 55%                       | 3,840.00                     |
|        |          | 7204-151   | Grade-Pave-Structure     | 3.551                | S.R. 10 N.W. to S.R. 25  | Caddell and Jackson                 | 1-58         | 55%                       | 101,785.00                   |
|        |          | 7204-206   | Grade-Pave-Structure     | 1.672                | S.R. 10 in Lake City N. to N. Little Lake City                     | White Construction Co., Inc.        | 5-58         | 3%                        | 235,905.00                   |
|        |          | 7204-207   | Grade-Pave-Structure     | 10.210               | N. Little Lake City to Hamilton County Line                        | White Construction Co., Inc.        | 5-58         | 3%                        | 667,205.00                   |
|        |          | 7204-252-A | Grade-Pave-Structure     | 2.576                | S.R. S-252 N. to S.R. 10   | Caddell and Jackson                 | 6-58         | 1%                        | 57,173.00                    |
|        |          | 7204-150   | Structure                |                      | In vicinity of Sweeney   | State Force                         | 6-56         | 7-56                      | 3,000.00                     |
|        |          | 7204-201   | Signage                  |                      | A.C.T. Railroad at Orlow   | A.C.T. R.R.                         | 11-56        | 11-56                     | 7,500.00                     |
|        |          | 7204-150   | Grade-Pave-Structure     | 2.972                | S.R. 340 to Road Half Ferry  | White Construction Co., Inc.        | 8-57         | 8-58                      | 92,000.00                    |
|        |          | 7204-150   | Grade-Pave-Structure     | 2.065                | Dixietown W. to S.R. S-331   | White Construction Co., Inc.        | 8-57         | 8-58                      | 60,775.00                    |
|        |          | 7204-601   | Resurfacing              | 15.529               | S.R. 55 to Lafayette County Line                                   | Georgia-Florida Paving Co., Inc.    | 3-58         | 5-58                      | 164,508.00                   |
| Dade   |          | 7204-151   | Drainage                 |                      | In Cross City  | State Force                         | 5-58         | 6-58                      | 4,000.00                     |
|        |          | 7204-151   | Grade-Pave-Structure     |                      | Roads at Stewart City  | State Force                         | 6-58         | 12%                       | 40,541.00                    |
|        |          | 7226-106   | Grade-Pave               |                      | Parking Area on Little Talbot Island                               | State Force                         | 6-56         | 7-56                      | 4,000.00                     |
|        |          | 7226-157   | Overpass and Approaches  | 0.210                | San Marco Overpass and Approaches                                  | Daval Engineering & Contracting Co. | 7-54         | 8-56                      | 420,497.00                   |
|        |          | 7226-303   | Grade-Pave-Structure     | 11.040               | S.R. 228 to S.R. 16  | Daval Engineering & Contracting Co. | 4-56         | 8-56                      | 109,098.00                   |
|        |          | 7226-151   | Grade-Pave-Structure     | 3.605                | Port Caroline Road   | Caddell and Jackson                 | 4-56         | 11-56                     | 87,640.00                    |
|        |          | 7226-104   | Ferry Landing            |                      | Mayport and Pilot Town—Ferry Landing Facilities                    | Industrial Construction Co.         | 2-56         | 12-56                     | 201,425.00                   |
|        |          | 7207-210   | Grade-Pave-Structure     | 3.514                | St. Johns County Line to Bayard                                    | Marion Construction Co.             | 3-56         |                           | 429,979.00                   |
|        |          | 7207-153   | Drainage                 |                      | Sedbrook Manor, Explanade S. to River at Chaville                  | Caddell and Jackson                 | 10-56        | 1-57                      | 147,080.00                   |
|        |          | 7226-601   | Emergency Repairs        |                      | Replace 20 Pipe Dolphin at Mayport Ferry—Mayport Side              | State Force                         | 1-57         | 2-57                      | 12,000.00                    |
| Dade   |          | 7226-002   | Emergency Repairs        |                      | Replace 20 Pipe Dolphin at Mayport Ferry—Port George Side          | State Force                         | 2-57         | 2-57                      | 12,000.00                    |
|        |          | 7202-179   | Grade-Pave-Structure     | 0.243                | Riverside Park Interchange to Olinor St. Bridge                    | Daval Engineering & Contracting Co. | 4-55         | 4-57                      | 447,100.00                   |
|        |          | 7202-279   | Grade-Pave-Structure     | 0.702                | Riverside Park to Myrtle St. Viaduct                               | Daval Engineering & Contracting Co. | 4-55         | 4-57                      | 1,300,531.00                 |
|        |          | 7226-007   | Fender System            |                      | Western Creek Bridge   | State Force                         | 2-57         | 4-57                      | 8,000.00                     |
|        |          | 7226-155   | Pave                     | 10.006               | Resurfacing County Roads S.E. of Jacksonville                      | Daval Engineering & Contracting Co. | 3-57         | 4-57                      | 74,284.00                    |
|        |          | 7226-172   | Signage                  |                      | A.C.T. R.R. at Lake Shore Blvd.                                    | A.C.T. R.R.                         | 3-57         | 8-57                      | 17,650.00                    |
|        |          | 7226-158   | Pave                     | 26.565               | Resurfacing County Roads W. of St. Johns River                     | Jackson Construction Co.            | 2-57         | 7-57                      | 193,267.00                   |
|        |          | 7226-603   | Pile Dolphins            |                      | At Mayport and Port George Ferry Sigs                              | State Force                         | 4-57         | 7-57                      | 20,000.00                    |
|        |          | 7226-604   | Additional Pile Dolphins |                      | Mayport and Port George  | State Force                         | 6-57         | 7-57                      | 10,650.00                    |
|        |          | 7226-150   | Pave                     | 7.421                | Roads in County Commission District No. 1                          | J. E. Johnson Contracting Co.       | 9-56         | 8-57                      | 56,969.00                    |
| Dade   |          | 7226-151   | Pave                     | 9.396                | Roads in County Commission District No. 8, except 3 streets        | J. E. Johnson Contracting Co.       | 9-56         | 8-57                      | 72,049.00                    |
|        |          | 7226-156   | Grade-Pave-Structure     | 8.514                | Overhaul County Roads S.E. of Jacksonville                         | Daval Engineering & Contracting Co. | 6-57         | 8-57                      | 92,980.00                    |
|        |          | 7226-153   | Pave                     | 8.020                | Roads in County Commission District No. 4                          | J. E. Johnson Contracting Co.       | 7-56         | 8-57                      | 51,008.00                    |
|        |          | 7226-151   | Pave                     | 9.842                | Roads in County Commission District No. 2, except Cooper Road turn | J. E. Johnson Contracting Co.       | 8-56         | 9-57                      | 65,444.00                    |
|        |          | 7226-605   | Emergency Repairs        |                      | Ferry Slip at Port George—Replacing Dolphins and                   | State Force                         | 9-57         | 9-57                      | 11,000.00                    |
|        |          | 7226-152   | Pave                     | 5.881                | Interchange Portion of Fenders                                     | J. E. Johnson Contracting Co.       | 9-57         | 10-57                     | 43,557.00                    |
|        |          | 7226-606   | Emergency Repairs        |                      | Roads in County Commission District No. 3                          | R. H. H. Blackwell & Sons           | 10-57        | 11-57                     | 23,923.00                    |
|        |          | 7226-157   | Grade-Pave               | 20.673               | Replace Damaged Fenders and Chutes with Steel H                    | Daval Engineering & Contracting Co. | 7-57         | 12-57                     | 240,706.00                   |
|        |          | 7226-151   | Covert                   | 0.006                | Pile Box Design on Pilot Town Side                                 | State Force                         | 12-57        | 1-58                      | 4,800.00                     |
|        |          | 7216-110   | Grade-Pave-Structure     | 0.615                | Replace existing Bridge at M.P. 1, 2002                            | Daval Engineering & Contracting Co. | 12-56        | 4-56                      | 831,860.00                   |

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| County     | S.R.<br>No. | Job No.              | Type of<br>Construction    | Length<br>Miles<br>or Feet  | Location  | Construction Agency                 | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimated) |
|------------|-------------|----------------------|----------------------------|---|---|-------------------------------------|-----------------|---------------------------------|------------------------------------|
|            | 5           | 7202-280             | Grade-Pave-Structure       | 0.263   | Myrtle Ave. Viaduct to Kings Road   | Duval Engineering & Contracting Co. | 3-57            | 4-58                            | \$ 820,486.00                      |
|            | A1A         | 7226-907             | Replace Portion of Fenders |   | At Mayport Ferry Slips on Fort George and<br>Mayport Side using Greenheart Piling | The Auchter Co.                     | 2-58            | 4-58                            | 36,272.00                          |
|            | A1A         | 7210-905             | Emergency Fender Repairs   |   | Pablo Creek Bridge No. 44   | State Forces                        | 1-58            | 6-58                            | 13,000.00                          |
|            | 105         | 7225-908             | Emergency Fender Repairs   |   | Sisters Creek Bridge No. 61-A (Vessel Paul B.)                                    | State Forces                        | 5-58            | 6-58                            | 8,000.00                           |
| 5 & 10     | 7202-188    | Pave-Structure       | 0.110                      | Overpass Extension  | Wright Contracting Co.  | 6-56                                | 93%             | 474,792.00                      |                                    |
| 10         | 7202-281    | Structure            | 0.266                      | Structure S-4 S. side Jacksonville Expressway                       | The Auchter Co.   | 7-57                                | 94%             | 1,561,684.00                    |                                    |
| 5          | 7205-113    | Grade-Pave-Structure | 1.154                      | Trout River Bridge and Approaches                                   | Industrial Construction Co.   | 7-57                                | 77%             | 1,568,567.00                    |                                    |
| 5 & 10     | 7202-282    | Grade-Pave-Structure | 0.063                      | Connection Acosta Bridge and Main Street Bridge<br>to Structure S-4 | Duval Engineering and Contracting Co.   | 7-57                                | 78%             | 1,421,927.00                    |                                    |
| 5 & 10     | 7202-189    | Grade-Pave-Structure | 0.147                      | San Marco F.E.C. Railroad Overpass East                             | Duval Engineering & Contracting Co.   | 7-57                                | 52%             | 153,517.00                      |                                    |
| A1A        | 7210-113    | Grade-Pave-Structure | 2.521                      | S.R. 212 to S.R. 10   | Duval Engineering & Contracting Co.   | 10-57                               | 72%             | 979,460.00                      |                                    |
| 10         | 7210-301    | Structure            | 0.300                      | Intracoastal Waterway Relief Bridge on Atlantic<br>Blvd             | O'Loughlin & Hansen, Inc.   | 11-57                               | 66%             | 118,287.00                      |                                    |
|            | 9           | 7202-478             | Grade-Pave                 | 0.486   | Structure S-4 to U.S. 1—Also connection to S.R. 10                                | Wiley N. Jackson Co.                | 1-58            | 44%                             | 2,230,705.00                       |
|            | 5           | 7207-176             | Grade-Pave-Structure       | 0.272   | Johns St. to Old St. Augustine Rd.—Along<br>Phillips Highway                      | Wiley N. Jackson Co.                | 1-58            | 17%                             | 124,683.00                         |
|            |             | 7265-155             | Grade-Pave-Structure       | 0.809   | Jamies Rd.—Wilson Blvd. to San Juan Ave.  | Caddell and Jackson                 | 4-58            | 39%                             | 48,060.00                          |
|            | 9           | 7202-190             | Grade-Pave-Structure       | 0.537   | Edgewood Ave. to Trout River Bridge   | Duval Engineering & Contracting Co. | 6-58            | 1%                              | 395,429.00                         |
|            | 9           | 7202-487             | Grade-Pave-Structure       | 1.118   | Kenmore St. to Edgewood Ave.  | Duval Engineering & Contracting Co. | 6-58            | 0%                              | 1,033,945.00                       |
| Gilechrist | 8-236       | 3153-252             | Grade-Pave-Structure       | 5.103   | S.R. 47 to Alachua County Line  | White Construction Co., Inc.        | 3-58            | 73%                             | 87,501.00                          |
|            | 8-232       | 3152-180             | Grade-Pave-Structure       | 2.042   | S.R. S-337 E. to Alachua County Line  | W. & M. Construction, Inc.          | 6-58            | 1%                              | 32,856.00                          |
| Hamilton   | 143         | 3207-250             | Grade-Pave-Structure       | 9.307   | S.R. 6 to S.W. of Jennings  | R. H. Strickland                    | 11-55           | 8-56                            | 206,815.00                         |
|            | 25          | 3201-207             | Grade-Pave-Structure       | 4.773   | Alapaha River to S. of Jennings   | S. M. Wall Co.                      | 4-56            | 2-57                            | 343,481.00                         |
|            |             | 3250-150             | Grade-Pave-Structure       | 0.275   | Streets in Jasper   | White Construction Co., Inc.        | 1-57            | 5-57                            | 11,214.00                          |
|            |             | 3250-151             | Grade-Pave-Structure       | 0.298   | Streets in Jasper   | White Construction Co., Inc.        | 1-57            | 5-57                            | 94,875.00                          |
|            |             | 3250-152             | Grade-Pave-Structure       | 0.235   | Streets in Jasper   | White Construction Co., Inc.        | 1-57            | 5-57                            | 9,232.00                           |
|            | 6           | 3205-801             | Resurface                  | 13.127  | Madison County Line to S.R. 25  | Georgia-Florida Paving Co., Inc.    | 5-57            | 6-57                            | 87,629.00                          |
|            | 100         | 3204-302             | Signals                    |   | Georgia Southern and Florida Railroad N. of Jasper                                | G.S. & F. R.R.                      | 7-57            | 8-57                            | 7,546.00                           |
|            | 8-132       | 3257-250             | Grade-Pave-Structure       | 6.152   | S.R. 51 (Kings Hill) to S.R. 25 at Genoa  | J. H. Craggs Construction Co.       | 11-57           | 87%                             | 162,907.00                         |
| Lafayette  | 8-251       | 3357-250             | Grade-Pave                 | 6.143   | End of Pavement to S.R. 250   | Dunn Construction Co., Inc.         | 3-58            | 10-56                           | 90,675.00                          |
|            | 8-53        | 3352-150             | Grade-Pave-Structure       | 0.970   | S.R. 20 to South  | Caddell and Jackson                 | 11-56           | 2-57                            | 38,103.00                          |
|            |             | 3358-150             | Grade-Pave-Structure       | 2.915   | All Items Listed in Budget under Section 3358                                     | Caddell and Jackson                 | 11-56           | 6-57                            | 199,593.00                         |
|            | 349         | 3303-801             | Resurface                  | 8.722   | Dixie County Line to S.R. 20  | Georgia-Florida Paving Co., Inc.    | 3-58            | 5-58                            | 92,285.00                          |
|            | 20          | 3301-901             | Mineral Seal               | 15.708  | Mayo E. and S.E. to S.R. 349 W. of Branford                                       | Campbell Paving Co.                 | 5-58            | 5-58                            | 15,074.00                          |
|            | 8-354       | 3356-250             | Grade-Pave-Structure       | 7.508   | Midway to S.R. 20   | White Construction Co., Inc.        | 11-57           | 84%                             | 271,254.00                         |
|            | 8-354-A     | 3356-153             | Grade-Pave-Structure       | 1.134   | S.R. S-354 to S.R. 20   | White Construction Co., Inc.        | 11-57           | 78%                             | 33,468.00                          |
|            | 8-251       | 3359-150             | Grade-Pave-Structure       | 0.873   | S.R. 20 to West   | White Construction Co., Inc.        | 12-57           | 78%                             | 23,571.00                          |
|            | 20          | 3301-701             | Resurface                  | 13.634  | Taylor County Line E. to Mayo   | Macasphalt Corp.                    | 6-58            | 0%                              | 110,000.00                         |
| Levy       | 8-345       | 3457-175             | Grade-Pave-Structure       | 7.560   | S.R. 500 3 mi. E. Chiefland to S.R. 49 and S.R. 49<br>E. to S.R. 339              | W. & M. Construction, Inc.          | 2-56            | 7-56                            | 109,884.00                         |
|            | 331         | 3408-301             | Signals                    |   | A.C.L. R.R. N. of Williston   | A.C.L. R.R.                         | 12-56           | 12-56                           | 7,257.00                           |
|            | 8-347       | 3455-175             | Grade-Pave-Structure       | 14.507  | Lukens to Viola   | White Construction Co., Inc.        | 11-55           | 2-57                            | 501,328.00                         |
|            | 8-326       | 3454-175             | Grade-Pave-Structure       | 12.815  | S.R. 55 at Gulf Hammock to East   | Campbell Paving Co.                 | 12-55           | 3-57                            | 275,195.00                         |
|            | 8-337       | 3455-175             | Grade-Pave-Structure       | 5.930   | S.R. 24 in Bronson to Alachua County Line   | W. & M. Construction, Inc.          | 11-56           | 5-57                            | 149,833.00                         |
|            | 8-464       | 3459-150             | Grade-Pave-Structure       | 2.293   | S.R. 45 S. of Morristown to Marion County Line                                    | W. & M. Construction, Inc.          | 1-57            | 5-57                            | 54,553.00                          |



**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
SECOND DISTRICT (Continued)**

| County  | R.R.<br>No. | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location   | Construction Agency                 | Date<br>Started | Date or<br>Percent<br>Com-<br>pleted | Cost<br>(Contract or<br>Estimated) |
|---------|-------------|----------|-------------------------|----------------------------|--|-------------------------------------|-----------------|--------------------------------------|------------------------------------|
| Madison | S-336       | 3460-130 | Grade-Pave-Structure    | 7.203                      | S.R. 24 at Ferry to S.R. 8-345                       | White Construction Co., Inc.        | 1-57            | 6-57                                 | 196,267.00                         |
|         | 24          | 3407-108 | Grade                   |                            | A.C.T. R.R. at Otter Creek                           | A.C.T. R.R.                         | 4-56            | 4-58                                 | 11,626.00                          |
|         | S-347       | 3458-132 | Grade-Pave-Structure    | 3.957                      | Union S.R. S-345 to S.R. 55                          | S. M. Wall Co.                      | 10-57           | 6-58                                 | 70,558.00                          |
|         | S-337       | 3458-176 | Grade-Pave-Structure    | 16.783                     | S.R. S-333 to S.R. 24 in Branson                     | W. & M. Construction, Inc.          | 6-57            | 6-58                                 | 423,510.00                         |
|         | S-40        | 3461-150 | Grade-Pave-Structure    | 0.921                      | Extend S.R. 40 at Yanketown                          | White Construction Co., Inc.        | 5-58            | 10-57                                | 240,546.00                         |
| Madison | S-335       | 3462-150 | Grade-Pave-Structure    | 3.322                      | S.R. 45 at Raleigh to S.R. 331                       | J. H. Cragg Construction Co.        | 6-56            | 0%                                   | 49,725.00                          |
|         | S-360-A     | 3549-101 | Grade-Pave-Structure    | 3.547                      | Madison Livestock Pavilion                           | State Farm                          | 9-56            | 11-56                                | 6,000.00                           |
|         | S-352-250   | 3552-150 | Grade-Pave              | 4.878                      | S.R. 360 to S.R. 10 in Madison                       | W. & M. Construction, Inc.          | 3-56            | 12-56                                | 90,490.00                          |
|         | 6           | 3502-801 | Reinforce               | 8.003                      | S.R. 55 to S. of Lee                                 | W. & M. Construction, Inc.          | 7-56            | 12-56                                | 105,100.00                         |
|         | 10          | 3501-906 | Grade-Pave-Structure    | 12.919                     | S.R. 10 to Hamilton County Line                      | Georgia-Florida Paving Co., Inc.    | 6-57            | 6-57                                 | 55,161.00                          |
| Madison | 20          | 3503-106 | Grade-Pave-Structure    | 0.266                      | Greenville to Madison                                | Georgia-Florida Paving Co., Inc.    | 2-57            | 4-58                                 | 989,294.00                         |
|         | S-158       | 3557-250 | Grade-Pave-Structure    | 10.079                     | Aurora River Bridge—E. Approach                      | Furbush Florida Construction Co.    | 6-57            | 71%                                  | 80,000.00                          |
|         | S-121       | 7452-176 | Bridge and Approaches   | 0.431                      | S.R. 55 to S.R. S-330                                | Kennedy Construction Co.            | 1-58            | 34%                                  | 317,584.00                         |
|         | S-121       | 7452-175 | Grade-Pave-Structure    | 3.710                      | Brandy Branch Bridge                                 | J. H. Cragg Construction Co.        | 3-56            | 12-56                                | 56,172.00                          |
|         | S-118       | 7459-175 | Grade-Pave-Structure    | 5.938                      | Brandy County Line to Brandy Branch                  | J. H. Cragg Construction Co.        | 3-56            | 12-56                                | 101,194.00                         |
| Madison | S-118       | 7467-151 | Grade-Pave-Structure    | 1.471                      | River Road to S.R. 200 at Boyetteville               | J. H. Cragg Construction Co.        | 4-56            | 1-57                                 | 131,685.00                         |
|         | 15          | 7405-204 | Bridge                  | 0.079                      | Callahan Northwest                                   | David Engineering & Contracting Co. | 6-56            | 1-57                                 | 83,491.00                          |
|         | 107         | 7405-204 | Reinforce               | 4.313                      | Sr. Mays River Bridge                                | R. H. H. Blackwell & Sons           | 9-55            | 3-57                                 | 303,980.00                         |
|         | 15          | 7405-203 | Grade-Pave              | 12.311                     | S.R. 200 to Nashville                                | Jacox Construction Co.              | 3-57            | 4-57                                 | 55,083.00                          |
|         | S-106       | 7451-175 | Grade-Pave-Structure    | 5.692                      | 10 mi. N. of Davol County Line to Georgia State Line | Wright Contracting Co.              | 11-55           | 9-57                                 | 1,397,843.00                       |
| Madison | S-108       | 7455-176 | Grade-Pave-Structure    | 5.600                      | Hwy Road, East                                       | David Engineering & Contracting Co. | 4-57            | 10-57                                | 131,525.00                         |
|         | S-121       | 7458-179 | Grade-Pave-Structure    | 8.578                      | Deep Creek to 2 mi. S. of Hilliard                   | David Engineering & Contracting Co. | 5-57            | 11-57                                | 150,775.00                         |
|         | S-121       | 7459-103 | Grade-Pave-Structure    | 7.432                      | 8.7 mi. N. of Brandy Branch to Deep Creek            | David Engineering & Contracting Co. | 5-57            | 2-58                                 | 244,017.00                         |
|         | S-121       | 7458-175 | Grade-Pave-Structure    | 7.432                      | Livestock Poultry Laboratory at Callahan             | State Farm                          | 6-57            | 6-58                                 | 217,222.00                         |
|         | S-115-A     | 7458-175 | Grade-Pave-Structure    | 7.432                      | S.R. S-115 to Boulton                                | A. G. Jordan                        | 9-56            | 91%                                  | 272,570.00                         |
| Madison | S-121       | 7458-177 | Grade-Pave-Structure    | 8.675                      | S.R. 106 E. of Hilliard to Kings Ferry               | Coffey Construction Co.             | 7-57            | 7-57                                 | 228,715.00                         |
|         | S-115       | 7457-175 | Grade-Pave-Structure    | 4.457                      | Brandy Branch, North                                 | Coffey Construction Co.             | 7-57            | 7-57                                 | 184,571.00                         |
|         | S-115       | 7457-150 | Grade-Pave-Structure    | 1.497                      | Hwy Road, East                                       | Coffey Construction Co.             | 7-57            | 92%                                  | 45,330.00                          |
|         | S-106       | 7452-175 | Grade-Pave-Structure    | 11.780                     | S.R. 106 at Hilliard, West                           | David Engineering & Contracting Co. | 12-57           | 38%                                  | 377,092.00                         |
|         | S-106       | 7452-175 | Grade-Pave-Structure    | 11.780                     | End of Pavement, East                                | David Engineering & Contracting Co. | 12-57           | 38%                                  | 377,092.00                         |
| Taylor  | S-361       | 3502-202 | Grade-Pave              | 8.153                      | A.C.T. R.R. to Live Oak                              | A.C.T. R.R.                         | 10-56           | 11-56                                | 8,880.00                           |
|         | S-361       | 3581-152 | Reinforce               | 24.213                     | Union S.R. 20 N. to Junction S.R. 31                 | R. H. H. Blackwell & Sons           | 4-57            | 7-57                                 | 219,948.00                         |
|         | S-361       | 3587-250 | Grade-Pave-Structure    | 5.970                      | S. of Live Oak to Hamilton County Line               | Jacox Construction Co.              | 10-57           | 11-57                                | 86,419.00                          |
|         | S-361       | 3581-151 | Grade-Pave-Structure    | 0.530                      | Junction S.R. 210 to S.A.L. Railroad                 | J. H. Cragg Construction Co.        | 3-57            | 4-58                                 | 147,944.00                         |
|         | S-361       | 3581-151 | Grade-Pave-Structure    | 1.660                      | S.A.L. Railroad, North                               | J. H. Cragg Construction Co.        | 3-57            | 4-58                                 | 265,996.00                         |
| Taylor  | S-361       | 3581-151 | Grade-Pave-Structure    | 0.700                      | 0.7 mi. W. of Live Oak to W. Limits                  | State Farm                          | 7-57            | 4-58                                 | 19,720.00                          |
|         | S-361       | 3581-151 | Grade-Pave-Structure    | 10.143                     | S.R. 51, South                                       | White Construction Co., Inc.        | 12-57           | 60%                                  | 185,525.00                         |
|         | S-361       | 3581-151 | Grade-Pave-Structure    | 1.692                      | Ferry, North   | J. H. Cragg Construction Co.        | 9-55            | 10-56                                | 663,413.00                         |
|         | S-361       | 3581-151 | Grade-Pave-Structure    | 1.692                      | Wiley Elison Rd. N.E. of Perry                       | Jacox Construction Co.              | 7-56            | 11-56                                | 26,432.00                          |
|         | S-361       | 3581-151 | Grade-Pave-Structure    | 1.935                      | S.R. 58, 2 mi. N. of Perry, East                     | Caddell & Jackson                   | 7-56            | 12-56                                | 66,525.00                          |
| Taylor  | S-361       | 3581-151 | Grade-Pave-Structure    | 1.935                      | Old S.R. 19 to S.R. 30                               | Caddell and Jackson                 | 7-56            | 12-56                                | 34,855.00                          |
|         | S-361       | 3581-151 | Grade-Pave-Structure    | 1.708                      | S.R. 55 at Portland, Northeast                       | Caddell and Jackson                 | 8-56            | 12-56                                | 64,586.00                          |
|         | S-361       | 3581-151 | Grade-Pave-Structure    | 1.855                      | Streets in Shubalachee                               | W. & M. Construction, Inc.          | 3-57            | 8-57                                 | 65,419.00                          |
|         | S-361       | 3581-151 | Grade-Pave-Structure    | 1.873                      | Red Padgett Road—R.R. 55, East                       | H. H. Strickland                    | 4-57            | 8-57                                 | 41,798.00                          |
|         | S-361       | 3581-151 | Grade-Pave-Structure    | 3.109                      | Streets in Perry                                     | Caddell and Jackson                 | 6-57            | 1-58                                 | 127,706.00                         |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
SECOND DISTRICT (Continued)**

| County | S. R.<br>No.     | Job No.  | Type of<br>Construction   | Length<br>Miles<br>or Feet | Location  | Construction Agency                 | Date<br>Started | Date or<br>Percent<br>Com-<br>pleted | Cost<br>(Contract or<br>Estimated) |
|--------|------------------|----------|---------------------------|----------------------------|---|-------------------------------------|-----------------|--------------------------------------|------------------------------------|
| Union  | 20               | 3802-105 | Grade-Pave-Structure      | 7 1/2                      | Perry, Northwest                                | Caddell and Jackson                 | 4-57            | 2-58                                 | \$11,000.00                        |
|        | 35               | 3801-001 | Mineral Seal              | 14 3/2                     | N. of Salem to a point N. of S.R. 301           | Campland Paving Co.                 | 5-58            | 5-58                                 | 17,251.00                          |
|        | 20               | 3802-204 | Grade-Pave-Structure      | 7 4/10                     | S. of Perry to Madison County Line              | Coffey Construction Co.             | 3-57            | 40%                                  | 715,344.00                         |
|        | S-339            | 3804-150 | Grade-Pave-Structure      | 3 2/88                     | Golf Course Road—Fidelityway River N. 6         | S. M. Wall Co.                      | 12-57           | 60%                                  | 95,650.00                          |
|        | S-301 &<br>S-341 | 3857-151 | Grade-Pave-Structure      | 5 4/5                      | C. L. Shaugher Road at Section to S.R. 301      | S. M. Wall Co.                      | 12-57           | 60%                                  | 153,149.00                         |
|        | S-14             | 3860-152 | Grade-Pave-Structure      | 1 0/8                      | S.R. 30 near Section, North                     | S. M. Wall Co.                      | 2-58            | 80%                                  | 46,384.00                          |
|        | S-237            | 3902-175 | Grade-Pave-Structure      | 6 3/4                      | Three Brothers Bridge S. of S.R. 100 to S.R. 23 | W. A. M. Construction Co.           | 4-56            | 11-56                                | 114,675.00                         |
|        | 100              | 3901-107 | Grade-Pave-Structure      | 0 6/75                     | In Lake Butler                                  | Daryl Engineering & Contracting Co. | 6-56            | 11-56                                | 138,755.00                         |
|        | S-241-A          | 3905-175 | Grade-Pave                | 4 6/10                     | S.R. 241 W. and N. to S.R. 228 W. of Providence | W. A. M. Construction Co.           | 2-57            | 11-57                                | 112,446.00                         |
|        | S-245            | 3949-104 | Re-work Surface Treatment | 1 5/8                      | Main Traffic Driveway at Railroad State Prison  | State Forces                        | 10-57           | 4-58                                 | 1,000.00                           |
|        |                  | 3950-151 | Grade-Pave-Structure      | 1 5/8                      | S.R. 238 E. of Providence S. to S.R. S-241-A    | J. H. Craggs Construction Co.       | 12-57           | 6-58                                 | 44,638.00                          |

**THIRD DISTRICT**

|         |         |          |                         |         |  |                                      |       |       |               |
|---------|---------|----------|-------------------------|---------|--|--------------------------------------|-------|-------|---------------|
| Bay     | 30      | 4002-928 | Grade-Pave              | 1 6/75  | Watson Bayou to S.R. 30 in Panama City along Cove Blvd. and Cherry St. | Paul & Coleman                       | 7-56  | 10-56 | \$ 105,335.00 |
|         | 30      | 4002-929 | Repair Fenders          |         | W. Approach Fender Damage Highway Bridge (Tug Harmon)                  | State Forces                         | 11-56 | 1-57  | 15,000.00     |
|         | S-22-A  | 4055-152 | Fender System           | 1 5/10  | Emergency Repair—DuPont Bridge (Tug Harmon)                            | State Forces                         | 12-56 | 1-57  | 29,844.00     |
|         | 30      | 4056-153 | Grade-Pave              | 0 6/20  | S.R. 22 at Callaway to S.R. 30 at Parker Street in Panama City         | Coggin & Derrmont                    | 10-56 | 5-57  | 72,250.00     |
|         | 30      | 4057-500 | Fender System           | 1 3/4   | Route Repairs on DuPont Bridge   | State Forces                         | 7-57  | 3-57  | 75,814.00     |
|         | S-77-A  | 4058-150 | Grade-Pave-Structure    | 1 3/10  | S.R. 77 at Southport to Cemetery                                       | Coggin & Derrmont                    | 2-57  | 8-57  | 10,650.00     |
|         | S-390-A | 4051-155 | Grade-Pave-Structure    | 0 6/10  | S.R. 30A at Sherman Ave. to S.R. 309                                   | State Forces                         | 2-57  | 8-57  | 85,632.00     |
|         | S-30-A  | 4051-155 | Grade-Pave-Structure    | 0 6/10  | S.R. 30 to S.R. 390, via Michigan Ave. in St. Andrews                  | Florida Asphalt Paving Co.           | 7-57  | 12-57 | 26,838.00     |
|         | 30      | 4057-152 | Grade-Pave-Structure    | 0 2/5   | End of West Bay School Road—East                                       | Florida Asphalt Paving Co.           | 7-57  | 12-57 | 119,694.00    |
|         | 30      | 4061-115 | Grade-Pave              | 0 4/4   | Thomas Drive—West  | Florida Asphalt Paving Co.           | 7-57  | 12-57 | 9,632.00      |
|         | S-388   | 4062-352 | Emergency Fender Repair | 0 1/4   | DuPont Bridge (Tug Chilli)   | Florida Asphalt Paving Co.           | 9-57  | 2-58  | 82,007.00     |
|         | 30      | 4064-250 | Grade-Pave-Structure    | 0 1/4   | S.R. 75 at Youngs Bay to Bennett                                       | W. M. Boyer Construction Co., Inc.   | 7-57  | 3-58  | 6,044.00      |
|         | 30      | 4064-351 | Fender System           | 6 1/10  | Route Repairs to Highway Bridge  | State Forces                         | 7-57  | 3-58  | 223,658.00    |
|         | 30      | 4064-353 | Emergency Fender Repair |         | Highway Bridge (Tug Thibodaux)   | State Forces                         | 2-58  | 3-58  | 15,172.00     |
|         | S-157   | 4061-250 | Grade-Pave-Structure    | 4 5/1   | Bay Creek to S.R. S-288 at Bennett                                     | Thomas Smith                         | 2-58  | 3-58  | 36,556.00     |
|         | 30      | 4062-354 | Emergency Fender Repair |         | Halfway Bridge (Tug Bayou Phosphate)                                   | State Forces                         | 8-57  | 5-58  | 209,111.00    |
|         | 30      | 4062-206 | Sub-Structure           | 0 6/10  | New Bridge over West Bay   | Kansas City Bridge Co.               | 4-58  | 5-58  | 51,993.00     |
|         | 30      | 4062-207 | Sub-Structure           | 0 6/10  | Extend 150' S. E. to Island Crane Farm, there N. and W. to S.R. 380    | Scott Construction Co., Inc.         | 2-57  | 90%   | 2,340,671.00  |
|         | S-392-A | 4054-151 | Grade-Pave-Structure    | 3 7/8   |  | Florida Asphalt Paving Co.           | 1-58  | 17%   | 2,337,732.00  |
|         |         |          |                         |         |  |                                      | 12-57 | 94%   | 148,712.00    |
| Calhoun | S-274   | 4750-252 | Grade-Pave              | 8 5/10  | S.R. 167 to 3 mi. W. of Chason   | Smith Engineering & Construction Co. | 2-56  | 11-56 | 153,305.00    |
|         | 71      | 4702-301 | Reinforce               | 21 9/10 | M.P. 12.1 to Jackson County Line (except 0.7 mi. in Blounttown)        | Georgia-Florida Paving Co., Inc.     | 10-57 | 12-57 | 170,838.00    |
|         | S-60    | 4706-250 | Grade-Pave-Structure    | 3 9/28  | S.R. 71 S. of Blounttown to 3.05 mi. S. along River Road               | George G. Tappier Co., Inc.          | 2-58  | 27%   | 150,205.00    |
|         | S-60-A  | 4755-250 | Grade-Pave-Structure    | 6 2/8   | S.R. 60 N. of Blounttown to S.R. S-274                                 | George G. Tappier Co., Inc.          | 3-58  | 38%   | 187,789.00    |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
THIRD DISTRICT (Continued)**

| County   | S.R. No. | Job No.  | Type of Construction             | Length Miles or Feet | Location  | Construction Agency                  | Date Started | Date or Percent Completed | Cost (Contract or Estimated) |
|----------|----------|----------|----------------------------------|----------------------|---|--------------------------------------|--------------|---------------------------|------------------------------|
| Escambia | S-289    | 4851-950 | Retreatment                      | 5.500                | Pennacola City Limits to Gull Point                             | Smith Engineering & Construction Co. | 10-55        | 7-56                      | \$ 10,137.00                 |
|          | 399-A    | 4823-103 | Pave                             |                      | S.R. 399 to Fort Pickens  | R.E.A. Construction Co.              | 7-56         | 7-56                      | 45,530.00                    |
|          | 95       | 4894-205 | Grade Separation and Interchange | 0.387                | At Intersection of S.R. 10                                      | Goodwyn & Murphree, Inc.             | 11-55        | 9-56                      | 231,341.00                   |
|          |          | 4850-152 | Grade-Pave                       |                      | "T" St.-Cervantes St. to Pottery Plant Road                     | Smith Engineering & Construction Co. | 10-55        | 11-56                     | 12,816.00                    |
|          | S-289-A  | 4855-151 | Grade-Pave                       | 3.104                | S.R. 10-A to S.R. 95  | Smith Engineering & Construction Co. | 10-55        | 11-56                     | 27,567.00                    |
|          | 10       | 4801-205 | Interchange                      | 0.333                | At Intersection of S.R. 95                                      | Goodwyn & Murphree, Inc.             | 11-55        | 11-56                     | 47,336.00                    |
|          | S-292-A  | 4865-850 | Level-Resurface                  | 1.220                | Sunset Ave. from Navy Blvd. to S.R. S-292                       | Edward M. Chadbourne                 | 10-56        | 11-56                     | 26,040.00                    |
|          | 184      | 4825-101 | Grade-Pave                       | 3.646                | S.R. 95 to Escambia River                                       | Coggin & Deermont                    | 12-54        | 12-56                     | 1,111,229.00                 |
|          | 30       | 4810-108 | Borings                          |                      | Pennacola Bay Bridge  | Dixie Laboratory                     | 1-57         | 2-57                      | 20,790.00                    |
|          | S-296    | 4861-152 | Grade-Pave-Structure             | 3.050                | S.R. 10-A at Saffley Field Road to S.R. 95 at Brent             | Noonan Construction Co., Inc.        | 11-56        | 4-57                      | 68,801.00                    |
|          | 95       | 4804-801 | Level-Resurface                  | 8.197                | Cantonment to S.R. 97   | Noonan Construction Co., Inc.        | 3-57         | 6-57                      | 105,242.00                   |
|          | 95       | 4806-801 | Level-Resurface                  | 1.191                | S.R. 97 North   | Noonan Construction Co., Inc.        | 3-57         | 6-57                      | 14,911.00                    |
|          | S-184    | 4872-850 | Resurface                        | 0.760                | S.R. 95 West  | Noonan Construction Co., Inc.        | 3-57         | 6-57                      | 12,851.00                    |
|          | S-97     | 4859-151 | Grade-Pave-Structure             | 4.836                | S.R. S-297 at Eleven Mile Creek N. to Muskogee Rd.              | Noonan Construction Co., Inc.        | 10-56        | 10-57                     | 156,129.00                   |
|          | 30       | 4810-100 | Test Piles                       |                      | Pennacola Bay Bridge  | Noonan Construction Co., Inc.        | 8-57         | 11-57                     | 99,670.00                    |
|          | S-192    | 4854-950 | Emergency Fender Repair          |                      | Gulf Beach Bridge No. 12-S                                      | State Forces                         | 12-57        | 12-57                     | 3,980.00                     |
|          | S-309    | 4853-154 | Grade-Pave-Structure             | 1.343                | On Santa Rosa Island  | Ray Construction Co., Inc.           | 10-57        | 3-58                      | 54,896.00                    |
|          | 95       | 4806-106 | Grade-Pave-Structure             | 6.231                | Bogies to South Flomaton  | Scott Construction Co., Inc.         | 5-56         | 5-58                      | 683,837.00                   |
|          | S-182    | 4810-250 | Grade-Pave-Structure             | 5.806                | S.R. 99 to S.R. 95 at Molino                                    | Smith Engineering & Contracting Co.  | 10-56        | 5-58                      | 191,892.00                   |
|          | 30       | 4810-906 | Electrical Controls              |                      | New Wiring at Pennacola Bay Bridge                              | West Florida Electric Co.            | 3-58         | 5-58                      | 49,814.00                    |
|          | S-164    | 4867-150 | Grade-Pave-Structure             | 8.835                | S.R. S-99 at Oak Grove to S.R. 95 at McDavid                    | Noonan Construction Co., Inc.        | 1-57         | 98%                       | 269,847.00                   |
|          | 95       | 4804-206 | Grade-Pave-Structure             | 8.837                | Cantonment to S.R. 97   | George G. Tapper Co., Inc.           | 9-57         | 44%                       | 599,468.00                   |
|          | 95       | 4806-204 | Grade-Pave-Structure             | 0.580                | S.R. 97 North   | George G. Tapper Co., Inc.           | 9-57         | 43%                       | 41,242.00                    |
|          | S-290    | 4871-150 | Grade-Pave-Structure             | 3.065                | S.R. 201 at Ferry Pass to S.R. 10-A                             | Edward M. Chadbourne                 | 10-57        | 76%                       | 88,401.00                    |
| Franklin | 30       | 4901-112 | Pave                             | 5.273                | S.R. 385 to Apalachicola  | George G. Tapper Co., Inc.           | 6-56         | 7-56                      | 62,064.00                    |
|          |          | 4954-153 | Grade-Pave                       | 2.904                | Streets in Apalachicola   | George G. Tapper Co., Inc.           | 5-56         | 9-56                      | 92,833.00                    |
|          | 30       | 4901-008 | Repair Bridge                    |                      | Apalachicola Bay Bridge   | Wainer Construction Co., Inc.        | 4-56         | 2-57                      | 251,326.00                   |
|          | S-67     | 4950-251 | Grade-Pave-Structure             | 6.657                | Crooked River to Liberty County Line                            | George G. Tapper Co., Inc.           | 12-56        | 5-57                      | 215,190.00                   |
|          | 30-A     | 4909-201 | Grade-Pave-Structure             | 3.959                | Gulf County Line to Tilton                                      | Coggin & Deermont                    | 10-56        | 6-57                      | 137,444.00                   |
|          | 30       | 4901-202 | Grade-Pave-Structure             | 1.612                | Section 4909 to S.R. 385  | Coggin & Deermont                    | 10-56        | 8-57                      | 50,905.00                    |
|          | 30       | 4901-801 | Resurface                        | 16.974               | Apalachicola Bay to Carrabelle                                  | Georgia-Florida Paving Co., Inc.     | 12-57        | 3-58                      | 198,631.00                   |
|          | 30       | 4901-910 | Structure                        |                      | Tower Bents—Apalachicola Bay Bridge                             | Goodwyn & Murphree, Inc.             | 9-57         | 6-58                      | 347,940.00                   |
|          | S-65     | 4953-154 | Grade-Pave-Structure             | 1.048                | 1 mi. N. of S.R. 30—North                                       | George G. Tapper Co., Inc.           | 5-58         | 9%                        | 33,376.00                    |
|          | S-379    | 4959-150 | Grade-Pave                       | 1.190                | New River Road—S.R. 30, Northwest                               | George G. Tapper Co., Inc.           | 5-58         | 23%                       | 52,686.00                    |
| Gadsden  | S-269-A  | 5060-150 | Grade-Pave                       | 3.353                | S.R. 768 at Rosedale to Chattahoochee                           | R. H. Strickland                     | 10-55        | 7-56                      | 113,926.00                   |
|          | S-270-A  | 5059-250 | Grade-Pave-Structure             | 7.000                | S.R. 269 S. of Flat Creek to S.R. 12 N. of Greensboro           | R. H. Strickland                     | 11-55        | 10-56                     | 164,673.00                   |
|          | S-479    | 5061-150 | Grade-Pave-Structure             | 4.000                | S.R. 12 at Juniper, Northwest                                   | R. H. Strickland                     | 11-55        | 11-56                     | 70,712.00                    |
|          | S-268    | 5062-150 | Grade-Pave-Structure             | 5.012                | Experiment Station S. of Quincy to Joyceland                    | R. H. Strickland                     | 6-56         | 2-57                      | 101,059.00                   |
|          | S-268    | 5051-152 | Signals                          |                      | A. & N. Railroad at Hardaway                                    | McDonald Manufacturing               | 3-57         | 4-57                      | 4,488.00                     |
|          | S-270-A  | 5059-150 | Signals                          |                      | A. & N. Railroad at Station 458 (approx. 1.5 mi. N. Greensboro) | McDonald Manufacturing               | 3-57         | 4-57                      | 3,837.00                     |
|          | S-379    | 5063-150 | Grade-Pave-Structure             | 2.800                | S.R. S-268 W. of Gretna to S.R. 10 at Mount Pleasant            | State Forces                         | 4-57         | 5-57                      | 8,500.00                     |
|          | S-267-A  | 5065-150 | Grade-Pave-Structure             | 2.490                | S.R. 267, Southeast   | Thomas Smith                         | 11-56        | 5-57                      | 66,770.00                    |
|          | S-270    | 5064-150 | Grade-Pave-Structure             | 4.107                | S.R. 65 at Redmons to S.R. E-161                                | R. H. Strickland                     | 12-56        | 6-57                      | 103,899.00                   |
|          |          | 5049-150 | Pave                             |                      | King St. in Quincy and County Road to Livestock Pavilion        | State Forces                         | 4-57         | 6-57                      | 10,000.00                    |
|          |          |          |                                  |                      |   |                                      |              |                           |                              |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
THIRD DISTRICT (Continued)**

| County  | S. R.<br>No. | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location   | Construction Agency                 | Date<br>Started | Date or<br>Percent<br>Com-<br>pleted | Cost<br>(Contract or<br>Estimated) |
|---------|--------------|----------|-------------------------|----------------------------|--|-------------------------------------|-----------------|--------------------------------------|------------------------------------|
| Gulf    | S-274        | 5055-320 | Signale                 |                            | S.A.L. Railroad S.W. of Quincy                             | S.A.L. R.R.                         | 7-57            | 8-57                                 | 10,270.00                          |
|         | 10           | 5003-001 | Mineral Seal            | 13.194                     | M.P. 0.07 to Quincy to Leon County Line                    | Craig-Diermont                      | 8-57            | 8-57                                 | 17,070.00                          |
|         | 5049-114     |          | Paving                  |                            | Farmers Market in Quincy                                   | State Forces                        | 2-58            | 8-58                                 | 4,500.00                           |
|         | 260-A        | 5018-150 | Grade-Pave-Structure    | 0.408                      | S.R. 10 to Georgia State Line                              | Craig-Diermont                      | 6-58            | 6-58                                 | 15,375.00                          |
|         | 10           | 5001-394 | Grade-Pave              | 0.465                      | E. Approaches to Apalachicola River Bridge                 | Smith Engineering & Contracting Co. | 1-57            | 73%                                  | 471,772.00                         |
|         | 10           | 5001-393 | Grade-Pave-Structure    | 2.134                      | E. Limits Chattahoochee, East (from Job 5001-301)          | Craig-Diermont                      | 8-57            | 92%                                  | 236,017.00                         |
|         | 10           | 5001-391 | Grade-Pave-Structure    | 0.335                      | A.C.L. R.R. Overpass and Approaches                        | Craig-Diermont                      | 8-57            | 90%                                  | 131,692.00                         |
|         | S-180-A      | 5054-150 | Grade-Pave-Structure    | 1.686                      | S.R. 65 near Georgia State Line to S.R. 159                | Thomas Smith                        | 11-57           | 70%                                  | 48,277.00                          |
|         | S-161-A      | 5006-151 | Grade-Pave-Structure    | 2.092                      | S.R. 161 at Brantleyville, N.W. to S.R. 159 at             | Thomas Smith                        |                 |                                      |                                    |
|         |              |          |                         |                            | Dagtown  |                                     |                 |                                      |                                    |
| Gulf    | S-150-A      | 5049-113 | Pave                    |                            | Pavilion—State Hospital at Chattahoochee                   | State Forces                        | 11-57           | 81%                                  | 32,011.00                          |
|         | S-12-B       | 5006-160 | Grade-Pave-Structure    | 1.505                      | S.R. S-150 N.W. of Thomas to S.R. 65                       | Craig & Diermont                    | 1-58            | 90%                                  | 30,000.00                          |
|         |              | 5006-151 | Grade-Pave-Structure    | 1.840                      | S.R. 65-1 mi. N. of Hinson to S.R. 12                      | Craig & Diermont                    | 4-58            | 30%                                  | 76,449.00                          |
|         | S-387        | 5100-160 | Grade-Pave-Structure    | 0.291                      | S.R. 71 in White City—Northwest                            | George G. Tappin Co., Inc.          | 6-56            | 11-56                                | 14,580.00                          |
|         |              | 5101-160 | Grade-Pave-Structure    | 0.233                      | Becky Ave. in White City                                   | George G. Tappin Co., Inc.          | 6-56            | 11-56                                | 7,421.00                           |
|         |              | 5101-151 | Grade-Pave-Structure    | 0.433                      | Winter Subdivision Road in White City                      | George G. Tappin Co., Inc.          | 6-56            | 11-56                                | 23,214.00                          |
|         | 382          | 5109-102 | Grade-Pave              | 0.414                      | Relocation in Port St. Joe                                 | Florida Asphalt Paving Co.          | 6-56            | 11-56                                | 24,084.00                          |
|         | 30-A         | 5107-202 | Pave                    | 8.983                      | Franklin County Line to Port St. Joe                       | Craig & Diermont                    | 10-56           | 7-57                                 | 318,793.00                         |
|         | 30           | 5101-394 | Grade-Pave              | 0.647                      | S.R. 384 at Port St. Joe to Section 5107                   | Craig & Diermont                    | 10-56           | 8-57                                 | 32,672.00                          |
|         | S-387        | 5156-153 | Grade-Pave-Structure    | 1.374                      | Long St. in Port St. Joe—From Constitution Park to 6th St. | Florida Asphalt Paving Co.          | 7-57            | 9-57                                 | 42,571.00                          |
| Holmes  | 71           | 5102-003 | Repairs Control House   |                            | Vertical Lift Bridge at White City                         | West Florida Electric Co.           | 3-58            | 5-58                                 | 22,105.00                          |
|         | 30           | 5101-303 | Overpass                | 0.444                      | A. & N. R.R. in Port St. Joe                               | Craig & Diermont                    | 8-56            | 6-58                                 | 332,785.00                         |
|         | S-387        | 5109-150 | Grade-Pave-Structure    | 2.766                      | S.R. 71 Easterly to Brothers River                         | George G. Tappin Co., Inc.          | 3-57            | 6-58                                 | 130,772.00                         |
|         | 71           | 5102-112 | Structure               | 0.124                      | West Arm Bridge  | George G. Tappin Co., Inc.          | 7-57            | 99%                                  | 130,609.00                         |
|         |              | 5154-152 | Grade-Pave-Structure    | 0.124                      | Streets in Highland View                                   | George G. Tappin Co., Inc.          | 6-58            | 9%                                   | 23,381.00                          |
|         |              | 5155-153 | Grade-Pave-Structure    | 0.856                      | American Ave. in York Addition                             | George G. Tappin Co., Inc.          | 6-58            | 7%                                   | 47,475.00                          |
|         |              | 5156-153 | Grade-Pave-Structure    | 0.222                      | Streets in Port St. Joe                                    | George G. Tappin Co., Inc.          | 6-58            | 3%                                   | 41,457.00                          |
|         |              | 5158-152 | Grade-Pave-Structure    | 0.731                      | Bay Ave., E. 7th St. and 2nd St. in Weahtchika             | George G. Tappin Co., Inc.          | 6-58            | 0%                                   | 9,135.00                           |
|         | S-183-A      | 5254-250 | Grade-Pave-Structure    | 3.700                      | S.R. 10 to Walton County Line                              | A. B. Covell                        | 11-55           | 8-56                                 | 126,134.00                         |
|         | 81           | 5291-003 | Concrete Deck           |                            | Bridges 22, 25, and 35                                     | State Forces                        | 1-57            | 3-57                                 | 7,445.00                           |
| Jackson | 177-A        | 5249-101 | Grade-Pave              | 7.136                      | Farmers Market at Bonifay                                  | State Forces                        | 1-57            | 6-57                                 | 13,000.00                          |
|         | S-183        | 5212-101 | Grade-Pave-Structure    | 0.084                      | Wright Creek to S.R. 2                                     | Craig & Diermont                    | 8-57            | 5-58                                 | 251,172.00                         |
|         | 5253-250     |          | Grade-Pave-Structure    | 6.008                      | S.R. 2-181 at Bonifay to S.R. 2 at Sweet Gum Head          | R. H. Sherland                      | 10-57           | 91%                                  | 142,741.00                         |
|         | 10           | 5291-111 | Grade-Pave-Structure    | 0.004                      | C. & G. in Leona to W. City Limits                         | Edward M. Chadbourne                | 12-57           | 46%                                  | 71,090.00                          |
|         | S-280        | 5367-150 | Grade-Pave-Structure    | 1.222                      | Access Road to Cypress School                              | Craig & Diermont                    | 1-58            | 8-58                                 | 22,255.00                          |
|         | S-164        | 5365-150 | Grade-Pave-Structure    | 5.808                      | S.R. 71 to Washington County Line                          | Craig & Diermont                    | 1-58            | 8-58                                 | 112,012.00                         |
|         |              | 5366-250 | Grade-Pave-Structure    | 6.904                      | S.R. 77 N. of Washington County Line to S.R. 160           |                                     |                 |                                      |                                    |
|         | S-164        | 5365-152 | Grade-Pave-Structure    | 6.873                      | N. of Cantonville  |                                     |                 |                                      |                                    |
|         | 10           | 5302-114 | Structure               | 1.500                      | Buena Vista to S.R. 2                                      | W. M. Brouer Construction Co., Inc. | 11-55           | 9-56                                 | 165,623.00                         |
|         | S-271        | 5370-150 | Grade-Pave-Structure    | 4.621                      | Chapala River Bridge                                       | W. M. Brouer Construction Co., Inc. | 3-56            | 11-56                                | 102,795.00                         |
| Jackson | S-280        | 5369-150 | Grade-Pave-Structure    | 7.008                      | S.R. 10 in Spanish North                                   | Smith Construction Co.              | 4-56            | 2-57                                 | 153,990.00                         |
|         |              |          | Paving                  |                            | Shady Grove to S.R. 10 in Spanish                          | Dulles Construction Co.             | 11-56           | 4-57                                 | 253,661.00                         |
|         |              |          | Paving                  |                            | Florida Industrial School for Boys (Kathmans)              | W. M. Brouer Construction Co., Inc. | 7-56            | 6-57                                 | 175,046.00                         |
|         |              |          | Paving                  |                            | Parking Area Access Road                                   | State Forces                        | 1-57            | 6-57                                 | 14,004.00                          |
|         |              |          | Paving                  |                            | Poultry Diagnostic Laboratory at Cantonville               | State Forces                        | 10-57           | 12-57                                | 2,000.00                           |
|         |              |          | Paving                  |                            | L. & N. R.R. Underpass                                     | Crookley & Murphree, Inc.           | 3-57            | 1-58                                 | 140,718.00                         |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
THIRD DISTRICT (Continued)**

| County    | S.R.<br>No.        | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location   | Construction Agency                  | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimated) |
|-----------|--------------------|----------|-------------------------|----------------------------|--|--------------------------------------|-----------------|---------------------------------|------------------------------------|
| Jefferson |                    | 5349-109 | Paving                  |                            | Apalachee Correctional Institution   | State Forces                         | 5-57            | 2-58                            | \$ 18,000 00                       |
|           | 10                 | 5302-208 | Structure               | 1,636 ft.                  | Apalachicola River Bridge  | Scott Construction Co., Inc.         | 9-56            | 83%                             | 948,060 00                         |
|           | 10                 | 5302-209 | Grade-Pave-Structure    | 0 109                      | Approaches to Apalachicola River Bridge                                    | Smith Engineering Co.                | 1-57            | 30%                             | 131,873 00                         |
|           |                    | 5354-152 | Grade-Pave-Structure    | 0 500                      | S.R. 276 N. and W. to S.R. 75 in Alford                                    | George G. Tapper Co., Inc.           | 9-57            | 99%                             | 17,818 00                          |
|           | S-276              | 5354-250 | Grade-Pave-Structure    | 4 500                      | S.R. 75 at Alford to S.R. 8-167  | George G. Tapper Co., Inc.           | 9-57            | 91%                             | 136,443 00                         |
|           | 10                 | 5301-109 | Widen-Resurface         | 0 648                      | End Job 5301-202 to Penn Ave. in Marianna                                  | W. M. Booser Construction Co., Inc.  | 10-57           | 99%                             | 171,959 00                         |
|           |                    | 5340-112 | Grade-Pave-Structure    |                            | Industrial School for Boys at Marianna                                     | State Forces                         | 6-58            | 0%                              | 20,000 00                          |
|           | 57                 | 5403-201 | Widen-Resurface         | 8 000                      | Monticello to Georgia State Line   | A. F. Rich Co.                       | 7-55            | 7-56                            | 363,881 00                         |
|           | 259                | 5407-301 | Structure               | 0 254                      | A.C.L. R.R. Overpass   | Peterson & Earnhart                  | 12-55           | 9-56                            | 69,246 00                          |
|           |                    | 5457-150 | Grade-Pave-Structure    | 0 632                      | Streets in Monticello  | Cox Engineering & Construction Co.   | 6-56            | 9-56                            | 45,300 00                          |
|           | 57                 | 5403-801 | Level-Resurface         | 0 374                      | In Monticello—N. and S. of Courthouse                                      | White Construction Co., Inc.         | 8-56            | 9-56                            | 5,680 00                           |
|           | 59                 | 5409-801 | Resurface               | 13 050                     | S.R. 30 to Wacissa   | White Construction Co., Inc.         | 8-56            | 9-56                            | 78,871 00                          |
|           | S-149-A            | 5454-250 | Grade-Pave-Structure    | 8 081                      | S.R. 149 to Dill's Crossroad   | R. H. Strickland                     | 2-54            | 11-56                           | 131,538 00                         |
|           | 57                 | 5403-502 | Grade-Pave-Structure    | 0 092                      | S.R. 20, North   | Marion Construction Co.              | 12-56           | 10-57                           | 45,451 00                          |
|           | 204                | 5402-204 | Grade-Pave-Structure    | 6 817                      | Capps to Aucilla River   | Marion Construction Co.              | 12-56           | 11-57                           | 980,629 00                         |
| Leon      | 20                 | 5402-108 | Structure               | 0 301                      | Aucilla River Bridge   | Fairchild-Florida Construction Co.   | 6-57            | 98%                             | 214,131 00                         |
|           | S-158 &<br>S-158-A | 5456-250 | Grade-Pave-Structure    | 9 988                      | S.R. 10 W. of Monticello to Leon County Line via<br>Lloyd                  | Coggin & Deermont                    | 1-58            | 30%                             | 339,379 00                         |
|           |                    | 5518-135 | Parking Area            |                            | Parking Area Calibrating Station   | State Forces                         | 5-56            | 8-56                            | 5,550 00                           |
|           |                    | 5518-134 | Parking Area            |                            | Parking Area—Rose Printing Co. Building                                    | State Forces                         | 5-56            | 9-56                            | 18,729 00                          |
|           |                    | 5518-129 | Grade-Pave              |                            | Access Roads at Florida State University                                   | State Forces                         | 10-54           | 10-56                           | 12,889 00                          |
|           | S-364              | 5562-250 | Grade-Pave-Structure    | 4 672                      | Capitola to Baum   | Coggin & Deermont                    | 6-56            | 1-57                            | 120,935 00                         |
|           | 61                 | 5504-111 | Pave                    | 0 409                      | Pennacola St. to Tennessee St. in Tallahassee                              | Smith Engineering & Construction Co. | 10-56           | 1-57                            | 15,699 00                          |
|           | 61                 | 5505-107 | Grade-Pave-Structure    | 0 371                      | Tennessee St. to Georgia St. in Tallahassee                                | Smith Engineering & Construction Co. | 10-56           | 1-57                            | 54,673 00                          |
|           |                    | 5546-139 | Grade-Pave-Structure    |                            | Streets and Parking Area at Florida State University                       | State Forces                         | 9-56            | 2-57                            | 18,679 00                          |
|           | 366                | 5509-801 | Resurface               | 1 036                      | Pennacola St.—Woodward St. to Monroe St. in<br>Tallahassee                 | Smith Engineering & Construction Co. | 2-57            | 2-57                            | 27,244 00                          |
|           |                    | 5509-105 | Pave                    | 2 805                      | S.R. 371 to S.R. 20  | R. H. Strickland                     | 7-56            | 3-57                            | 95,648 00                          |
|           |                    | 5549-138 | Grade-Pave-Structure    | 1 355                      | Killbuck Gardens State Park Roads  | A. F. Rich Co.                       | 9-56            | 3-57                            | 64,695 00                          |
|           |                    | 5549-149 | Grade-Pave-Structure    |                            | Paving around Governor's Mansion   | State Forces                         | 10-56           | 8-57                            | 25,000 00                          |
|           | 10                 | 5506-601 | Mineral Seal            | 3 653                      | Gadsden County Line, East  | Coggin & Deermont                    | 8-57            | 8-57                            | 4,334 00                           |
|           | 373                | 5519-150 | Structure               |                            | Replace Bridge No. 33  | Fairchild-Florida Construction Co.   | 6-57            | 10-57                           | 22,003 00                          |
|           | S-373              | 5552-150 | Structure               |                            | Replace County Bridge  | Fairchild-Florida Construction Co.   | 6-57            | 10-57                           | 19,313 00                          |
|           |                    | 5549-142 | Parking Area            |                            | At Nathan Mayo Building  | State Forces                         | 10-57           | 11-57                           | 2,490 00                           |
|           |                    | 5554-150 | Grade-Pave-Structure    | 0 885                      | Barfield Road (Edenfield Road), S.R. 10 to S.R. 10                         | A. F. Rich Co.                       | 11-57           | 3-58                            | 32,473 00                          |
|           |                    | 5549-137 | Grade-Pave-Structure    |                            | Streets and Parking Area at Florida A. & M.<br>University                  | State Forces                         | 7-56            | 4-58                            | 57,626 00                          |
|           |                    | 5549-144 | Paving                  |                            | Parking Area at Florida Highway Patrol Head-<br>quarters E. of Tallahassee | State Forces                         | 2-58            | 5-58                            | 10,000 00                          |
|           | 61                 | 5505-108 | Grade-Pave-Structure    | 0 077                      | Georgia St. to Thomasville Rd. in Tallahassee                              | State Forces                         | 4-58            | 5-58                            | 13,403 00                          |
|           | 20                 | 5508-204 | Grade-Pave              | 1 299                      | Monroe St. to E. Limits Tallahassee (less Underpass)                       | Smith Engineering & Construction Co. | 3-56            | 98%                             | 663,223 00                         |
|           | 20                 | 5508-206 | Grade-Pave-Structure    | 0 377                      | E. Limits Tallahassee to Old St. Augustine Road                            | Smith Engineering & Construction Co. | 3-56            | 98%                             | 62,638 00                          |
|           | 20                 | 5508-301 | Underpass               | 0 094                      | S.A.L. R.R. in Tallahassee   | Smith Engineering & Construction Co. | 3-56            | 99%                             | 102,714 00                         |
|           | 10                 | 5506-109 | Grade-Pave-Structure    | 0 893                      | Lower Highway at S.A.L. Railroad Overpass W. of<br>Tallahassee             | Smith Engineering & Construction Co. | 3-56            | 99%                             | 9,640 00                           |
|           | 10                 | 5507-111 | Grade-Pave-Structure    | 0 325                      | Relocation at Intersection of S.R. 10                                      | Smith Engineering & Construction Co. | 3-56            | 99%                             | 2,237 00                           |
|           | 363                | 5504-202 | Grade-Pave              | 0 383                      | Approaches to S.A.L. Railroad Underpass on<br>S. Monroe St.                | Coggin & Deermont                    | 9-57            | 61%                             | 266,446 00                         |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
THIRD DISTRICT (Continued)**

| County     | S.R. No. | Job No.  | Type of Construction | Length Miles or Feet | Location   | Construction Agency                  | Date Started | Date or Percent Completed | Cost (Contract or Estimated) |
|------------|----------|----------|----------------------|----------------------|--|--------------------------------------|--------------|---------------------------|------------------------------|
| Liberty    | 363      | 5504-301 | Underpass            | 24ft.                | S.A.L. R.R. Underpass on S. Monroe St.                           | Coggin & Deermont                    | 9-57         | 93%                       | \$ 136,928.00                |
|            | S-12     | 5556-250 | Grade-Pave-Structure | 2.599                | S.R. 155 to Fairbanks Ferry                                      | A. F. Rich Co.                       | 10-57        | 85%                       | 98,976.00                    |
|            | S-158    | 5566-151 | Structure            | 0.195                | Replace Bridges between Chaires and Capitola                     | Fairchild-Florida Construction Co.   | 11-57        | 95%                       | 44,746.00                    |
|            | S-260    | 5561-150 | Grade-Pave-Structure | 1.806                | Ceddie Road—S.R. 20 at Norfolk to S.R. 10                        | R. H. Strickland                     | 3-58         | 56%                       | 38,617.00                    |
|            | S-154    | 5563-150 | Grade-Pave-Structure | 4.371                | Rose Road—S.R. 20 at Chaires Crossroad—S. and West               | J. H. Craggs Construction Co.        | 4-58         | 49%                       | 123,672.00                   |
|            |          | 5549-145 | Paving               |                      | Paving Area and Streets at Florida A. & M. University            | State Forces                         | 5-58         | 0%                        | 22,000.00                    |
|            | S-368    | 5656-275 | Grade-Pave           | 6.645                | S.R. 65 at Wilma to S.R. 379 at Orange                           | Thomas Smith                         | 1-56         | 9-56                      | 109,233.00                   |
|            | S-270    | 5655-151 | Grade-Pave           | 3.923                | S.R. 271 at Rock Bluff to Gadsden County Line                    | R. H. Strickland                     | 9-56         | 4-57                      | 66,746.00                    |
|            | S-67     | 5653-151 | Signals              |                      | A. & N. R.R. E. of Telogia                                       | McDonald Manufacturing               | 3-57         | 4-57                      | 3,837.00                     |
|            | S-271    | 5655-150 | Grade-Pave           | 4.193                | Rock Bluff to Torreya State Park                                 | Thomas Smith                         | 8-56         | 5-57                      | 78,710.00                    |
|            | S-271    | 5655-250 | Grade-Pave           | 3.775                | S.R. 12 to Rock Bluff  | Thomas Smith                         | 8-56         | 5-57                      | 70,155.00                    |
|            | S-267    | 5652-175 | Grade-Pave           | 10.427               | S.R. 65 S. of Hosford to S.R. 20 E. of Hosford                   | R. H. Strickland                     | 12-56        | 9-57                      | 240,022.00                   |
|            | S-379    | 5651-275 | Grade-Pave-Structure | 13.420               | S.R. 65 at Sumatra to Job 5651-150                               | Tucker & Allgood                     | 6-55         | 2-58                      | 332,720.00                   |
|            | 20       | 5601-250 | Grade-Pave-Structure | 0.922                | Through Town of Bristol  | R. H. Strickland                     | 8-57         | 5-58                      | 256,032.00                   |
|            | S-67     | 5653-175 | Grade-Pave-Structure | 1.763                | Franklin County Line to S. Boundary Apalachicola National Forest | R. H. Strickland                     | 12-55        | 95%                       | 43,675.00                    |
|            | S-67     | 5653-275 | Grade-Pave           | 15.382               | S. Boundary Apalachicola National Forest to Job 5653-250         | R. H. Strickland                     | 12-55        | 94%                       | 433,071.00                   |
| Okaloosa   | 285      | 5702-001 | Retreatment          | 0.828                | Niceville—S.R. 285 to M.P. 0.828                                 | Smith Engineering & Construction Co. | 10-55        | 7-56                      | 1,681.00                     |
|            | 30-A     | 5714-002 | Retreatment          | 1.907                | S.R. 30 to Joe's Bayou   | Smith Engineering & Construction Co. | 10-55        | 7-56                      | 3,845.00                     |
|            | S-85-A   | 5758-050 | Mineral Seal         | 3.843                | S.R. 189 to Wright   | Smith Engineering & Construction Co. | 10-55        | 7-56                      | 6,158.00                     |
|            |          | 5761-151 | Grade-Pave           | 0.640                | End of Pavement on Cineco Bayou Road to Old Ferry Road           | A. B. Covell                         | 3-56         | 7-56                      | 22,158.00                    |
|            |          | 5761-153 | Grade-Pave           | 0.346                | Roads in Vicinity of Fort Walton                                 | A. B. Covell                         | 3-56         | 7-56                      | 11,472.00                    |
|            | S-180    | 5753-250 | Grade-Pave-Structure | 3.353                | Escambia Farms School, West                                      | Coggin & Deermont                    | 8-56         | 11-56                     | 167,611.00                   |
|            | S-85-A   | 5766-150 | Grade-Pave-Structure | 4.136                | S.R. 85 at Garden City to Clear Springs                          | A. B. Covell                         | 5-56         | 1-57                      | 110,223.00                   |
|            | 85       | 5706-904 | Concrete Deck        |                      | Bridge No. 25  | State Forces                         | 1-57         | 1-57                      | 2,248.00                     |
|            |          | 5754-154 | Grade-Pave           | 3.710                | Streets and Roads in Vicinity of Niceville                       | Florida Asphalt Paving Co.           | 1-57         | 4-57                      | 98,774.00                    |
|            | 85       | 5704-202 | Grade-Pave-Structure | 1.895                | Fort Walton to Egin Field  | Smith Engineering & Construction Co. | 1-56         | 7-57                      | 384,697.00                   |
|            | 85       | 5705-106 | Grade-Pave-Structure | 3.208                | Shoal River to Crestview   | Coggin & Deermont                    | 3-57         | 8-57                      | 153,172.00                   |
|            | 30       | 5703-609 | Fender Repair        |                      | Fort Walton Bridge (Accident by Tag "Eagle")                     | State Forces                         | 7-57         | 8-57                      | 6,678.00                     |
|            |          | 5750-154 | Grade-Pave-Structure | 3.398                | Streets in Crestview   | A. B. Covell                         | 3-57         | 10-57                     | 195,661.00                   |
|            | 285      | 5709-801 | Resurface            | 11.151               | S.R. 20 at Niceville to Walton County Line                       | Florida Asphalt Paving Co.           | 9-57         | 12-57                     | 138,104.00                   |
|            | 85       | 5704-302 | Grade-Pave           | 2.080                | Relocation within Egin Air Force Base                            | Dixie Grading & Paving Co.           | 8-57         | 4-58                      | 83,063.00                    |
|            | S-397    | 5762-151 | Grade-Pave-Structure | 1.518                | S.R. 4 at Milligan to Garretts Mill                              | A. B. Covell                         | 10-57        | 5-58                      | 59,754.00                    |
|            |          | 5754-159 | Grade-Pave-Structure | 0.643                | S.R. 85 via Egin St. and Lincoln Ave. to Forest Ave.             | Construction Service Co.             | 1-58         | 5-58                      | 40,360.00                    |
|            |          | 5761-154 | Grade-Pave-Structure | 0.930                | Mooney Drive—S.R. 85-A S.E. (Vicinity Fort Walton)               | Construction Service Co.             | 1-58         | 5-58                      | 30,955.00                    |
|            |          | 5761-155 | Grade-Pave-Structure | 0.607                | Crowder Road—S.R. 189 E. (Vicinity Fort Walton)                  | Construction Service Co.             | 1-58         | 5-58                      | 17,354.00                    |
| Santa Rosa | 85       | 5704-112 | Structure            | 0.475                | Replace Bridges at Five Mile Bayou and Garnier Bayou             | Noonan Construction Co., Inc.        | 1-57         | 99%                       | 1,733,163.00                 |
|            | 85       | 5704-114 | Grade-Pave-Structure | 4.462                | Five Mile Bayou to S.R. 397                                      | Smith Engineering & Construction Co. | 2-57         | 85%                       | 1,263,321.00                 |
|            | S-191-A  | 5859-050 | Retreatment          | 2.790                | S.R. 10 to Bagdad  | State Forces                         | 10-55        | 7-56                      | 3,738.00                     |
|            | S-182    | 5862-050 | Retreatment          | 10.875               | Chumuckla to S.R. 17   | Smith Engineering & Construction Co. | 10-55        | 7-56                      | 17,944.00                    |
|            | 4        | 5808-107 | Pave                 | 28.409               | Escambia River to Okaloosa County Line                           | Smith Engineering & Construction Co. | 6-56         | 7-56                      | 142,866.00                   |
|            | 184      | 5815-101 | Grade-Pave           | 0.089                | Escambia River to S.R. 197                                       | Coggin & Deermont                    | 12-54        | 12-56                     | 329,078.00                   |



**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
THIRD DISTRICT (Continued)**

| County     | S.R.<br>No. | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location   | Construction Agency                  | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimated) |
|------------|-------------|----------|-------------------------|----------------------------|--|--------------------------------------|-----------------|---------------------------------|------------------------------------|
| Wakulla    | S-191-A     | 5859-250 | Grade-Pave-Structure    | 1.695                      | Mulat to S.R. 10 W. of Milton                                    | A. B. Covell                         | 11-56           | 5-57                            | \$ 93,472.00                       |
|            | S-399       | 5864-151 | Boring                  |                            | Santa Rosa Sound near Navarre                                    | Miller & Sweet Drilling Co.          | 8-57            | 9-57                            | 7,422.00                           |
|            | 10          | 5801-212 | Add New Lane            | 8.930                      | Escambia Bay to Milton   | Scott Construction Co., Inc.         | 1-56            | 11-57                           | 888,395.00                         |
|            |             | 5849-102 | Pave                    |                            | West Florida Experiment Station at Chumuckla                     | State Forces                         | 4-52            | 6-58                            | 5,529.00                           |
|            | S-197-A     | 5863-150 | Grade-Pave-Structure    | 1.974                      | Mulat Road N. to S.R. 10   | Ray Construction Co., Inc.           | 1-58            | 85%                             | 61,843.00                          |
|            | S-191-A     | 5859-151 | Grade-Pave-Structure    | 1.008                      | S.R. 197 N. of Floridatown to East                               | Coggin & Deermont                    | 4-58            | 47%                             | 26,363.00                          |
|            | S-191-A     | 5859-150 | Grade-Pave-Structure    | 0.639                      | S.R. 197 to Live Oak Point                                       | Coggin & Deermont                    | 4-58            | 59%                             | 18,640.00                          |
|            | S-191-B     | 5863-151 | Grade-Pave-Structure    | 0.857                      | S.R. 195-A E. to S.R. S-191-A                                    | Coggin & Deermont                    | 4-58            | 25%                             | 15,789.00                          |
|            | 87          | 5805-150 | Sidewalks               | 1.108                      | S.R. 10 to N. Limits Milton                                      | A. B. Covell                         | 6-58            | 20%                             | 53,545.00                          |
|            | S-373       | 5056-250 | Grade-Pave-Structure    | 3.800                      | S.R. 389 to Leon County Line                                     | J. H. Craggs Construction Co.        | 1-56            | 7-56                            | 98,036.00                          |
|            | 30          | 5911-106 | Grade-Pave-Structure    | 0.738                      | Wakulla River Bridge and Approaches                              | Scott Construction Co., Inc.         | 1-56            | 10-56                           | 104,112.00                         |
|            | S-372-A     | 5054-152 | Grade-Pave-Structure    | 2.554                      | S.R. 61 near Panama to Fiddlers Point                            | Coggin & Deermont                    | 10-56           | 3-57                            | 131,637.00                         |
|            |             | 5050-151 | Sidewalk                |                            | Courthouse to High School in Crawfordville                       | A. F. Rich Co.                       | 6-57            | 10-57                           | 6,001.00                           |
|            |             | 5053-150 | Grade-Pave-Structure    | 0.267                      | 1st Ave. and Rose St. in Sopchoppy                               | A. F. Rich Co.                       | 6-57            | 10-57                           | 89,842.00                          |
|            | 365         | 5001-801 | Resurface               | 3.294                      | S.R. 61 to Wakulla Station                                       | Georgia-Florida Paving Co., Inc.     | 10-57           | 2-58                            | 38,168.00                          |
|            | 363         | 5004-801 | Resurface               | 5.798                      | St. Marks to Wakulla Station                                     | Georgia-Florida Paving Co., Inc.     | 10-57           | 2-58                            | 75,832.00                          |
|            | 30          | 5011-801 | Resurface               | 2.273                      | S.R. 363 to Newport  | Georgia-Florida Paving Co., Inc.     | 10-57           | 2-58                            | 29,725.00                          |
|            | 365         | 5009-103 | Raise Grade             | 0.430                      | 800 ft. S. of S.R. 30 to 1,700 ft. N. of S.R. 30                 | R. H. Strickland                     | 5-58            | 40%                             | 16,127.00                          |
|            | 30          | 5011-203 | Pave                    | 12.368                     | Medart to S.R. 363 W. of Newport (completion of<br>Job 5911-202) | R. H. Strickland                     | 5-58            | 23%                             | 124,613.00                         |
|            | S-372-B     | 5054-153 | Grade-Pave-Structure    | 1.256                      | S.R. 61 S. of Panama to Levy Bay                                 | Pope Hauling Co., Inc.               | 5-58            | 34%                             | 71,220.00                          |
| Walton     | 395         | 6004-910 | Mineral Seal            | 2.350                      | Grayton Beach to Section 6002                                    | Smith Engineering & Construction Co. | 10-55           | 7-56                            | 4,219.00                           |
|            | S-83        | 6056-950 | Mineral Seal            | 4.007                      | S.R. 30 to Hedfish Lake and along Beach                          | Smith Engineering & Construction Co. | 10-55           | 7-56                            | 6,100.00                           |
|            | S-285       | 6063-250 | Grade-Pave-Structure    | 8.656                      | S.R. 10 at Money Head to New Harmony                             | Coggin & Deermont                    | 1-56            | 10-56                           | 216,680.00                         |
|            | 83          | 6004-106 | Catwalks                |                            | Choctawhatchee Bay Bridge  | Coggin & Deermont                    | 10-56           | 11-56                           | 14,066.00                          |
|            | S-393       | 6053-152 | Grade-Pave-Structure    | 0.246                      | Over Inlet to Hogtown Bayou                                      | A. B. Covell                         | 8-56            | 1-57                            | 27,268.00                          |
|            | S-285       | 6064-150 | Grade-Pave-Structure    | 3.476                      | S.R. 187 to Alabama State Line via Lakewood                      | A. B. Covell                         | 9-56            | 1-57                            | 91,565.00                          |
|            | S-83-A      | 6059-150 | Grade-Pave-Structure    | 3.532                      | S.R. 20 W. of Freeport to Bear Creek                             | Coggin & Deermont                    | 11-56           | 5-57                            | 150,828.00                         |
|            | 83          | 6004-909 | Grid Deck and Sea Wall  |                            | Choctawhatchee Bay Bridge  | State Forces                         | 4-55            | 6-57                            | 17,952.00                          |
|            | 285         | 6009-801 | Resurface               | 6.891                      | Okaloosa County Line to S.R. 10 at Money Head                    | Florida Asphalt Paving Co.           | 9-57            | 12-57                           | 92,886.00                          |
|            | 83          | 6004-912 | Fender System           |                            | Emergency Repairs to Choctawhatchee Bay Bridge<br>(Tug "Eagle")  | State Forces                         | 1-58            | 2-58                            | 3,970.00                           |
|            | 83          | 6004-911 | Sea Wall                |                            | Choctawhatchee Bay Causeway                                      | State Forces                         | 7-57            | 3-58                            | 60,090.00                          |
|            | 2           | 6013-150 | Structure               | 0.085                      | Chestnut Creek Bridge S.W. of Darlington                         | A. B. Covell                         | 9-57            | 3-58                            | 42,435.00                          |
|            |             | 6019-102 | Grade-Pave-Structure    |                            | Livestock Pavilion at DeFuniak Springs                           | State Forces                         | 9-57            | 5-58                            | 10,330.00                          |
|            | S-394       | 6067-250 | Grade-Pave-Structure    | 5.099                      | S.R. 83 at Dowling's Fore to Black Creek                         | A. B. Covell                         | 1-58            | 71%                             | 224,819.00                         |
|            | S-286       | 6055-151 | Grade-Pave-Structure    | 0.448                      | Bay St. in DeFuniak Springs                                      | A. B. Covell                         | 5-58            | 35%                             | 49,008.00                          |
|            | S-278       | 6068-150 | Grade-Pave-Structure    | 6.863                      | S.R. S-280 to S.R. 83 via Steel Church                           | Coggin & Deermont                    | 6-58            | 2%                              | 288,214.00                         |
| Washington | S-278       | 6160-250 | Grade-Pave-Structure    | 5.830                      | Parrish Mill Road to S.R. 79 N. of Vernon                        | George G. Tapper Co., Inc.           | 3-56            | 10-56                           | 148,571.00                         |
|            | S-273       | 6156-153 | Widen Structure         | 190 ft.                    | Alligator Creek Bridge   | Coggin & Deermont                    | 9-56            | 11-56                           | 14,579.00                          |
|            | 77          | 6108-113 | Structure               | 0.327                      | Replace Timber Bridges Nos. 11, 12, and 15                       | Coggin & Deermont                    | 11-56           | 7-57                            | 114,117.00                         |
|            |             | 6140-104 | Paving                  |                            | Egg Laying Experiment Station at Chipley                         | State Forces                         | 10-57           | 2-58                            | 3,000.00                           |
|            |             | 6140-103 | Paving                  |                            | Parking Area at Livestock Pavilion in Chipley                    | State Forces                         | 11-57           | 5-58                            | 7,000.00                           |
|            | S-278       | 6157-250 | Grade-Pave-Structure    | 6.902                      | S.R. 77 at Wausau to S.R. S-273                                  | R. H. Strickland                     | 10-57           | 96%                             | 285,781.00                         |
|            | S-278-A     | 6161-150 | Grade-Pave-Structure    | 0.800                      | Weaver Mill Road-S.R. 278, South                                 | R. H. Strickland                     | 10-57           | 55%                             | 30,773.00                          |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FOURTH DISTRICT**

| County  | S.R.<br>No. | Job No.  | Type of<br>Construction                | Length<br>Miles<br>or Feet | Location   | Construction Agency  | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimated) |
|---------|-------------|----------|--|----------------------------|--|--|-----------------|---------------------------------|------------------------------------|
| Broward | 7           | 8610-250 | Bridges and Approaches                 | 0.473                      | Bridges Nos. 12 and No. 13                                 | Powell Bros., Inc.   | 10-55           | 7-56                            | \$ 182,894.00                      |
|         | 5           | 8601-903 | Grid Deck                              |                            | Bridge No. 3   | State Forces   | 5-56            | 7-56                            | 24,000.00                          |
|         | 816         | 8609-176 | Bridge and Approaches                  | 0.457                      | Oakland Park Bridge and Approaches                         | Industrial Construction Co.  | 12-54           | 8-56                            | 868,675.00                         |
|         |             | 8649-106 | Grade-Pave                             |                            | Extension to Farmers Market at Pompano                     | R. H. Wright & Son, Inc.   | 8-56            | 9-56                            | 6,007.00                           |
|         | 820         | 8604-101 | Resurface                              | 1.724                      | S.R. 5 to S.R. A1A   | Florida Asphalt & Affiliates   | 8-56            | 10-56                           | 59,636.00                          |
|         | 84          | 8608-108 | Signals                                |                            | F.E.C. R.R. in Fort Lauderdale                             | F.E.C. R.R.  | 10-56           | 11-56                           | 8,268.00                           |
|         | 5           | 8601-111 | Borings                                |                            | For New River Tunnel in Fort Lauderdale                    | Wingter Laboratories, Inc.   | 12-56           | 1-57                            | 5,514.00                           |
|         | 84          | 8608-175 | Bridge and Approaches                  | 0.288                      | Bridge over South Fork New River                           | Powell Bros., Inc.   | 7-55            | 2-57                            | 556,201.00                         |
|         | 824         | 8620-103 | Grade-Pave-Structure                   | 3.892                      | S.R. 7 to Old Dixie Highway                                | Florida Asphalt Co. and Affiliates   | 8-56            | 2-57                            | 108,301.00                         |
|         |             | 8649-108 | Grade-Pave-Structure                   | 2.150                      | Roads at Broward County Mental Hospital                    | Finley P. Smith, Inc.  | 9-56            | 3-57                            | 89,052.00                          |
|         | A1A         | 8603-201 | Bridge and Approaches                  | 0.489                      | Dania Beach Bridge and Approaches                          | Industrial Construction Co.  | 4-55            | 5-57                            | 1,077,985.00                       |
|         | A1A         | 8603-107 | Grade-Pave-Structure                   | 0.559                      | 2 mi. N. of Dade County Line to S.R. 820                   | R. H. Wright & Son, Inc.   | 10-56           | 8-57                            | 209,714.00                         |
|         | 7           | 8610-202 | Pave                                   | 2.795                      | Sterling Road to S.R. 84                                   | R. H. Wright & Son, Inc.   | 2-57            | 12-57                           | 818,101.00                         |
|         | 810         | 8612-175 | Bridge and Approaches                  | 0.447                      | S.R. 5 to S.R. A1A—Deerfield Beach                         | Powell Bros., Inc.   | 9-55            | 1-58                            | 803,741.00                         |
|         | S-809       | 8655-151 | Grade-Pave-Structure                   | 1.000                      | N.W. 19th St. to Prospect Field Road                       | Ralph E. Mills Co.   | 3-57            | 3-58                            | 107,269.00                         |
|         | 5           | 8601-113 | Dewater and Anchorage Tests, Structure |                            | For New River Tunnel in Fort Lauderdale                    | Layne-Atlantic   | 11-57           | 3-58                            | 42,807.00                          |
|         |             | 8600-107 |  |                            | 10th St. Bridge in Fort Lauderdale                         | Powell Bros., Inc.   | 6-57            | 5-58                            | 90,368.00                          |
|         | Alt. A1A    | 8605-111 | Bridge and Approaches                  | 0.458                      | Intracoastal Waterway to Los Olas Blvd.                    | Industrial Construction Co.  | 7-56            | 86%                             | 1,340,591.00                       |
|         | A1A         | 8603-202 | Grade-Pave-Structure                   | 2.054                      | Dade County Line, North                                    | R. H. Wright & Son, Inc.   | 8-56            | 90%                             | 864,549.00                         |
|         | 25          | 8606-150 | Wayside Park and Boat Ramp             |                            | Approx. 1,300 ft. N. of S.R. 84                            | State Forces   | 6-58            | 10%                             | 8,000.00                           |
|         | 824         | 8620-104 | Grade-Pave-Structure                   | 0.237                      | Intracoastal Waterway Bridge and Approaches                | Industrial Construction Co.  | 6-58            | 0%                              | 963,987.00                         |
| Collier | S-29        | 0300-150 | Paving                                 | 3.709                      | Chokoloskee to Everglades City                             | Brinson-Allen Construction Co.   | 4-56            | 7-56                            | 135,638.00                         |
|         |             | 0349-104 | Grade-Pave                             |                            | Farmers Market at Immokalee                                | Brinson-Allen Construction Co.   | 7-56            | 7-56                            | 9,384.00                           |
|         | 45          | 0301-801 | Resurface                              | 9.436                      | M.P. 18.981 to Royal Palm Hammock                          | Macasphalt Corp.   | 7-56            | 8-56                            | 145,027.00                         |
|         | 90          | 0304-250 | Grade-Pave                             | 6.011                      | 6 mi. W. of Dade County Line to Dade County Line           | E. E. Collins Contracting Co.  | 11-55           | 10-56                           | 296,620.00                         |
|         | S-858       | 0353-950 | Mineral Seal                           | 3.033                      | Naples Airport Rd. to Jackson's Fishing Camp               | Evans-Valeis Construction Co.  | 10-56           | 10-56                           | 4,668.00                           |
|         | S-862       | 0355-950 | Mineral Seal                           | 1.886                      | Vanderbilt Beach to S.R. 45 and S.R. 45 N. of Naples, East | Evans-Valeis Construction Co.  | 10-56           | 10-56                           | 2,845.00                           |
|         | 90          | 0304-202 | Widen                                  | 5.783                      | Bridges No. 99 through 107                                 | E. E. Collins Contracting Co.  | 2-56            | 2-57                            | 260,237.00                         |
|         | S-850       | 0362-150 | Grade-Pave-Structure                   | 0.271                      | 0.3 mi. W. of S.R. 29 to S.R. 29                           | Finley P. Smith, Inc.  | 4-57            | 5-57                            | 12,255.00                          |
|         | 90          | 0304-203 | Grade-Pave-Structure                   | 10.261                     | 22 mi. N. of Dade County Line to Job 0304-202              | Brinson-Allen Construction Co.   | 11-56           | 11-57                           | 791,167.00                         |
|         | S-846       | 0339-250 | Grade-Pave-Structure                   | 12.309                     | S.R. 45, East  | Cone Bros. Contracting Co.   | 1-57            | 3-58                            | 517,346.00                         |
|         |             | 0349-106 | Grade-Pave-Structure                   |                            | Immokalee Farmers Market                                   | Brinson-Allen Construction Co.   | 12-57           | 3-58                            | 17,080.00                          |
|         | S-846       | 0359-151 | Grade-Pave-Structure                   | 10.774                     | 12.3 mi. E. of S.R. 45 to Job 0339-150                     | E. E. Collins Contracting Co.  | 2-56            | 5-58                            | 508,535.00                         |
|         | S-858       | 0353-151 | Grade-Pave-Structure                   | 5.001                      | E. of Naples (Naples Airport), East                        | Cone Bros. Contracting Co.   | 2-57            | 5-58                            | 248,022.00                         |
|         | S-846       | 0359-153 | Grade-Pave                             | 6.918                      | S.R. 45, East  | Brinson-Allen Construction Co.   | 3-58            | 5-58                            | 116,445.00                         |
|         | S-858       | 0353-250 | Grade-Pave-Structure                   | 8.141                      | S.R. S-846, South  | Troup Bros., Inc.  | 12-57           | 32%                             | 308,359.00                         |
|         | S-828       | 0363-150 | Grade-Pave-Structure                   | 4.867                      | S.R. 29 E. along 49-50 Township Line                       | Cone Bros. Contracting Co.   | 6-58            | 1%                              | 167,212.00                         |
| Dade    |             | 8757-250 | Grade-Pave-Structure                   | 2.289                      | S. Allapattah Rd.—Moody Dr. to Kings Highway               | C. T. Stockton, Inc.   | 12-55           | 7-56                            | 202,911.00                         |
|         |             | 8703-104 | Fender Repairs                         |                            | On S.E. Second Ave. Bridge                                 | Heavy Constructors, Inc.   | 4-56            | 7-56                            | 14,082.00                          |
|         | LeJeune Rd. | 8762-152 | Paving                                 | 4.000                      | S.R. 25 to Marine Corps Station                            | Brewer Co. of Florida, Inc.  | 6-56            | 7-56                            | 45,825.00                          |
|         |             | 8760-152 | Grade-Pave                             | 0.755                      | N.W. 12th Ave.—N.W. 11th St. to N.W. 30th St.              | Troup Bros., Inc.  | 11-55           | 8-56                            | 211,805.00                         |
|         | S-5-A       | 8755-156 | Grade-Pave-Structure                   | 0.364                      | On N.E. 2nd Ave.—Little River Canal to N.E. 91st St.       | Ronlee, Inc., H. L. Mills Construction Co. and Florida-Alabama Contracting Co. | 4-56            | 8-56                            | 142,306.00                         |
|         | A1A         | 8706-103 | Painting                               |                            | Bakers Haulover Bridge                                     | Bailey-Lewis-Williams of Florida, Inc.   | 5-56            | 9-56                            | 51,150.00                          |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FOURTH DISTRICT (Continued)**

| County          | S.R.<br>No. | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location  | Construction Agency   | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimate) |
|-----------------|-------------|----------|-------------------------|----------------------------|---|---|-----------------|---------------------------------|-----------------------------------|
| Coral Way       |             | 8757-154 | Grade-Pave-Structure    | 2 520                      | On Kings Highway and Campbell Rd.—Between<br>Roberts Rd. and S.R. 5           | Asphalt Paving Co.  | 9-56            | 10-56                           | \$ 33,612 00                      |
|                 |             | 8756-151 | Paving                  | 0 508                      | LeJeune Rd. to Douglas Rd.  | Brewer Co. of Florida, Inc.   | 9-56            | 10-56                           | 48,245 00                         |
|                 | 27          | 8716-102 | Grade-Pave-Structure    | 8 482                      | U.S. 1 to Royal Palm Park   | Naranja Rock Co.  | 4-56            | 11-56                           | 151,291 00                        |
|                 | 815         | 8705-801 | Resurface               | 1 175                      | 36th St. (S.R. 25) to S.R. 5 in Miami   | Pan American Construction Co.   | 9-56            | 11-56                           | 24,026 00                         |
|                 | 25-A        | 8725-301 | Signals                 |                            | F.E.C. R.R. Crossing 2 blocks W. of U.S. 1                                    | F.E.C. R.R.   | 10-56           | 11-56                           | 14,052 00                         |
|                 | 90          | 8712-302 | Signals                 |                            | S.A.L. R.R. on Tamiami Trail  | S.A.L. R.R.   | 10-56           | 11-56                           | 7,320 00                          |
|                 | 7           | 8714-111 | Grade-Pave-Structure    | 2 517                      | N.W. 36th St. to N.W. 79th St.  | Troup Bros., Inc.   | 11-55           | 12-56                           | 618,330 00                        |
|                 | 90          | 8712-801 | Resurface               | 10 366                     | S.R. 27 to 1,300 ft. E. of Miami City Limits                                  | Pan American Construction Co.   | 9-56            | 12-56                           | 106,145 00                        |
|                 |             | 8749-107 | Grade-Pave              |                            | Farmers Market at Florida City  | Naranja Rock Co.  | 9-56            | 12-56                           | 21,639 00                         |
|                 | 9           | 8724-305 | Signals                 |                            | F.E.C. R.R. on 27th Ave. in Miami   | F.E.C. R.R.   | 12-56           | 1-57                            | 7,143 00                          |
|                 | 5           | 8703-250 | Grade-Pave              | 3 293                      | End Job 8703-207 to LeJeune Rd.   | H. E. Wolfe Construction Co., Inc.  | 8-55            | 2-57                            | 761,897 00                        |
|                 | 25-A        | 8725-250 | Grade-Pave-Structure    | 2 571                      | N.W. 19th Ave. to S.R. 5  | R. H. Wright & Son, Inc.  | 12-55           | 2-57                            | 1,595,605 00                      |
|                 | 5           | 8703-209 | Grade-Pave-Structure    | 3 292                      | LeJeune Rd. to Brickell Ave. in Miami   | Troup Bros., Inc.   | 12-55           | 2-57                            | 871,467 00                        |
|                 | 25          | 8709-109 | Test Borings            |                            | E. S.R. 5 in Miami across Intracoastal Waterway<br>to 41st St. in Miami Beach | Wingert Laboratories, Inc.  | 12-56           | 3-57                            | 9,770 00                          |
|                 | 9           | 8724-207 | Structure               | 1 783                      | N.W. 42nd St. to N.W. 72nd St.  | The Union Building & Construction Corp.<br>and Central Florida Construction Co. | 6-56            | 5-57                            | \$ 265,104 00                     |
|                 | 25A         | 8725-201 | Grade-Pave-Structure    | 3 223                      | S.R. 25 to N.W. 19th Ave.   | The Union Building & Construction Corp.<br>and Central Florida Construction Co. | 4-56            | 6-57                            | 1,712,551 00                      |
|                 | 7           | 8714-112 | Grade-Pave-Structure    | 3 212                      | Golden Glades Interchange to Broward County Line                              | Brooks Paving Co., Inc.   | 8-56            | 6-57                            | 468,025 00                        |
|                 |             | 8750-151 | Grade-Pave-Structure    | 3 168                      | S.R. 25 to Red Road (S.R. 819)  | C. T. Stockton, Inc.  | 9-56            | 7-57                            | 545,747 00                        |
|                 | 7           | 8714-203 | Grade-Pave-Structure    | 3 077                      | Gratigny Rd. to Interchange   | R. H. Wright & Son, Inc.  | 6-56            | 8-57                            | 1,340,774 00                      |
|                 |             | 8757-152 | Grade-Pave              | 4 009                      | Moody Drive—S.R. 5 to Allapattah  | Naranja Rock Co.  | 7-56            | 8-57                            | 268,068 00                        |
| LeJeune<br>Road |             | 8762-101 | Grade-Pave-Structure    | 2 065                      | S.W. 8th St. to N.W. 20th St.   | Troup Bros., Inc.   | 7-56            | 9-57                            | 709,569 00                        |
|                 | 5           | 8702-801 | Resurface               | 1 788                      | Through Florida City  | Asphalt Paving Co.  | 10-57           | 11-57                           | 33,584 00                         |
|                 | S-826       | 8751-151 | Grade-Pave-Median Strip | 0 450                      | N.E. 11th Court to N.E. 15th St. in Miami                                     | Ronlee, Inc.  | 12-57           | 3-58                            | 12,817 00                         |
|                 | 5           | 8702-109 | Grade-Pave-Structure    | 4 285                      | South of Florida City to Job 8702-203   | Naranja Rock Co.  | 8-56            | 4-58                            | 574,063 00                        |
|                 | A1A         | 8706-202 | Structure               | 0 408                      | MacArthur Causeway E. Bridge  | Powell Bros., Inc., and<br>Heavy Constructors, Inc.                             | 6-56            | 98%                             | 2,246,987 00                      |
|                 | 826         | 8726-103 | Grade-Pave-Structure    | 11 634                     | S.R. 25 to Golden Glades Interchange  | R. H. Wright & Son, Inc.  | 5-57            | 72%                             | 2,976,136 00                      |
|                 | A1A         | 8706-203 | Grade-Pave              | 0 416                      | MacArthur Causeway E. Bridge Approaches                                       | Powell Bros., Inc. and<br>Heavy Constructors, Inc.                              | 7-57            | 99%                             | 1,019,064 00                      |
|                 | 25          | 8709-401 | Structure               | 0 691                      | Intracoastal Waterway and E. Channel Bridges                                  | Powell Bros., Inc., and<br>Heavy Constructors, Inc.                             | 11-57           | 37%                             | 3,898,394 00                      |
|                 | A1A         | 8709-116 | Grade-Pave-Structure    | 2 465                      | N. Limits Dade Park to Golden Beach   | C. T. Stockton, Inc.  | 4-58            | 53%                             | 260,223 00                        |
| Indian River    | S-607       | 8857-150 | Grade-Pave-Structure    | 5 530                      | St. Lucie County Line to S.R. 60  | Swords Bros.—McDougal Co., Inc.   | 4-56            | 11-56                           | 118,391 00                        |
|                 | 5           | 8801-207 | Grade-Pave-Structure    | 7 007                      | Wabasso to Brevard County Line  | C. T. Stockton, Inc.  | 7-57            | 89%                             | 1,252,914 00                      |
|                 | A1A         | 8807-102 | Grade-Pave-Structure    | 8 890                      | S.R. 502 to N. of S.R. 510  | Troup Bros., Inc.   | 5-58            | 5%                              | 414,260 00                        |
|                 | S-632       | 8859-150 | Grade-Pave-Structure    | 2 565                      | S.R. 5-505 to S.R. 5  | L. L. Hall Construction Co.   | 6-58            | 4%                              | 61,313 00                         |
| Martin          | 15          | 8905-801 | Resurface               | 9 899                      | Palm Beach County Line to Chanvey Bay   | Dunn Construction Co., Inc.   | 9-56            | 3-57                            | 157,099 00                        |
|                 | 710         | 8907-801 | Resurface               | 11 314                     | M.P. 11.214 to Oklawaha County Line   | Dunn Construction Co., Inc.   | 11-56           | 3-57                            | 122,044 00                        |
|                 | 5           | 8901-204 | Grade-Pave-Structure    | 8 149                      | 1,900 ft. S. Olympia Overpass N. (Less Job 8901-302)                          | Dunn Construction Co., Inc.   | 2-56            | 6-57                            | 660,353 00                        |
|                 | 5           | 8901-302 | Overpass                | 0 397                      | Olympia Overpass  | Dunn Construction Co., Inc.   | 2-56            | 6-57                            | 226,326 00                        |
|                 | A1A         | 8904-175 | Bridges and Approaches  | 2 172                      | St. Lucie and Indian River Bridges at Stuart                                  | Clary Bros. Construction Co.  | 2-56            | 9-57                            | 2,369,037 00                      |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FOURTH DISTRICT (Continued)**

| County     | S.R. No.  | Job No.  | Type of Construction   | Length Miles or Feet | Location   | Construction Agency              | Date Started | Date or Percent Completed | Cost (Contract or Estimated) |
|------------|-----------|----------|------------------------|----------------------|--|----------------------------------|--------------|---------------------------|------------------------------|
| Monroe     | 707 & A1A | 8903-106 | Grade-Pave-Structure   | 3 886                | Intracoastal Bridge to S.R. A1A and M.P. 16.970 to S.R. 76 | Troup Bros., Inc.                | 7-57         | 11-57                     | \$ 83,880.00                 |
|            | A1A       | 8904-103 | Grade-Pave             | 6 129                | Stuart to St. Lucie County Line                            | James H. Craggs Construction Co. | 5-57         | 12-57                     | 731,200.00                   |
|            | S-708     | 8951-253 | Grade-Pave-Structure   | 3 563                | S.R. 76 to Beginning Job 8951-252                          | Troup Bros., Inc.                | 7-57         | 3-58                      | 124,313.00                   |
|            | 5         | 8901-205 | Grade-Pave-Structure   | 3 506                | S.R. A1A in Stuart to St. Lucie County Line                | Troup Bros., Inc.                | 4-57         | 4-58                      | 347,127.00                   |
|            | A1A       | 8903-107 | Structures             | 0 415                | Bridges 43, 44, 45, and 46                                 | F. & M. Concrete Co., Inc.       | 1-58         | 68%                       | 86,923.00                    |
|            | S-707     | 8953-152 | Grade-Pave-Structure   | 2 768                | S.R. 5 to F.E.C. R.R. in Jensen                            | Brinson-Allen Construction Co.   | 5-58         | 20%                       | 138,537.00                   |
|            | S-707-A   | 8953-151 | Bulkhead               | 0 013                | W. Approach to Jensen Bridge                               | Brinson-Allen Construction Co.   | 6-58         | 20%                       | 8,657.00                     |
|            | 5         | 9002-151 | Pedestrian Walks       |                      | Bridges 3-A, 7-D, 9-A, and 10-A                            | Powell Bros., Inc.               | 5-56         | 8-56                      | 22,689.00                    |
|            | 5         | 9006-151 | Pedestrian Walks       |                      | On Bridges 26, 27, 28, and 30                              | Powell Bros., Inc.               | 6-56         | 8-56                      | 16,896.00                    |
|            | 5         | 9006-801 | Resurface              | 6 267                | Key Largo to Dade County Line                              | Broward Asphalt Corp.            | 9-56         | 10-56                     | 95,468.00                    |
|            | 5         | 9005-801 | Resurface              | 10 156               | Grassy Key to Lower Matecumbe Key                          | Broward Asphalt Corp.            | 11-56        | 1-57                      | 149,008.00                   |
|            | 5         | 9003-801 | Resurface              | 7 988                | Big Pine Key to Marathon                                   | Broward Asphalt Corp.            | 11-56        | 2-57                      | 117,152.00                   |
|            |           | 9001-150 | Grade-Pave-Structure   | 1 139                | On Shelter Key—Key Colony Beach Causeway and Ocean Dr.     | Troup Bros., Inc.                | 10-56        | 2-57                      | 26,252.00                    |
|            | 5         | 9006-151 | Pedestrian Walks       |                      | On Snake Creek Bridge and Tavernier Creek Bridge           | Powell Bros., Inc.               | 1-57         | 2-57                      | 7,172.00                     |
|            |           | 9056-151 | Grade-Pave-Structure   | 3 305                | Roads on Key Vaca  | Troup Bros., Inc.                | 10-56        | 3-57                      | 81,182.00                    |
|            |           | 9058-154 | Grade-Pave-Structure   | 0 512                | On Key Largo—1st St. and Beach Rd.                         | Troup Bros., Inc.                | 1-57         | 3-57                      | 17,013.00                    |
|            | S-941     | 9055-153 | Bridges and Approaches | 0 087                | Big Coppitt Key  | George E. Bunnell, Inc.          | 12-56        | 5-57                      | 33,058.00                    |
|            |           | 9055-152 | Grade-Pave-Structure   | 0 300                | On Stock Island—Cross Key                                  | Ronlee, Inc.                     | 1-57         | 5-57                      | 15,556.00                    |
|            |           | 9053-153 | Grade-Pave-Structure   | 1 366                | Koehn Ave. and Big Pine St. on Big Pine Key                | Ronlee, Inc.                     | 2-57         | 5-57                      | 90,461.00                    |
|            |           | 9053-154 | Grade-Pave-Structure   | 0 500                | Ave. "A" on Big Pine Key                                   | Ronlee, Inc.                     | 2-57         | 5-57                      | 37,307.00                    |
|            | 5         | 9002-152 | Pedestrian Walks       |                      | Bridge No. 11-A  | Ryan Construction Co.            | 3-57         | 5-57                      | 17,067.00                    |
|            | 5         | 9003-150 | Pedestrian Walks       |                      | Bridge No. 20  | Ryan Construction Co.            | 3-57         | 5-57                      | 34,610.00                    |
|            | 5         | 9006-150 | Grade-Pave-Structure   | 2 000                | Roads on Cudjoe Key  | Ronlee, Inc.                     | 1-57         | 6-57                      | 141,493.00                   |
|            | 5         | 9005-150 | Pedestrian Walks       |                      | Bridges 21 and 22  | Ryan Construction Co.            | 3-57         | 6-57                      | 34,134.00                    |
|            | 5         | 9003-602 | Paint Bridge           |                      | Seven Mile Bridge  | "Gunite" Associates, Inc.        | 1-56         | 10-57                     | 406,673.00                   |
|            |           | 9055-154 | Structure              |                      | Stock Island—Structure on Cross St.                        | Ronlee, Inc.                     | 8-57         | 11-57                     | 20,184.00                    |
|            |           | 9062-150 | Grade-Pave-Structure   | 1 618                | Old S.R. 4-A on Little Torch Key                           | Ronlee, Inc.                     | 10-57        | 12-57                     | 41,680.00                    |
|            |           | 9055-155 | Grade-Pave-Structure   | 0 367                | Stock Island—2nd St.                                       | Ronlee, Inc.                     | 10-57        | 2-58                      | 39,348.00                    |
|            |           | 9058-155 | Grade-Pave-Structure   | 0 850                | Burton Drive and Planter Drive at Tavernier                | Ronlee, Inc.                     | 10-57        | 2-58                      | 22,010.00                    |
| Okeechobee | 5         | 9002-801 | Resurface              | 12 497               | M.P. 16.427 on Perky to M.P. 30.982 on Big Pine Key        | The Brewer Co. of Florida, Inc.  | 1-58         | 3-58                      | 210,077.00                   |
|            | 5         | 9002-154 | Pedestrian Walk        |                      | Big Pine Channel Bridge No. 14-A                           | Sprinkle-Quincy Co.              | 2-58         | 5-58                      | 8,294.00                     |
|            | 5         | 9003-151 | Pedestrian Walk        |                      | Spanish Harbor Bridge No. 15                               | Sprinkle-Quincy Co.              | 2-58         | 5-58                      | 8,633.00                     |
|            | 5         | 9005-151 | Pedestrian Walk        |                      | Channel 5 (Bridge No. 24) and Channel 2 (Bridge No. 25)    | Sprinkle-Quincy Co.              | 2-58         | 5-58                      | 25,000.00                    |
|            | 5         | 9002-205 | Grade-Pave-Structure   | 3 011                | Boca Chica By-Pass   | R. H. Wright & Son, Inc.         | 3-57         | 80%                       | 1,499,180.00                 |
|            | 5         | 9001-107 | Structure              | 0 068                | Stock Island Bridge  | Powell Bros., Inc.               | 6-58         | 1%                        | 102,992.00                   |
|            |           | 9153-152 | Grade-Pave-Structure   | 1 114                | Streets in Okeechobee City                                 | W. L. Cobb Construction Co.      | 4-56         | 12-56                     | 270,946.00                   |
|            | 70        | 9107-250 | Grade-Pave-Structure   | 9 380                | Okeechobee City to St. Lucie County Line                   | Handley Construction Co., Inc.   | 3-56         | 3-57                      | 183,798.00                   |
|            | 15        | 9102-801 | Resurface              | 1 554                | S. Limits Okeechobee to Junction S.R. 78                   | Dunn Construction Co., Inc.      | 2-57         | 3-57                      | 23,469.00                    |
|            |           | 9153-850 | Resurface              | 2 922                | Streets in Okeechobee and Vicinity                         | Pav-A-Way Corp.                  | 11-57        | 12-57                     | 29,599.00                    |
|            | 710       | 9106-801 | Resurface              | 7 149                | Sections from Martin County Line to Mosquito Creek         | Pav-A-Way Corp.                  | 11-57        | 4-58                      | 129,370.00                   |
|            | 15        | 9102-113 | Structure              | 0 217                | Bridges No. 21 and No. 22                                  | Ryan Construction Co.            | 8-57         | 6-58                      | 199,567.00                   |
|            | 15        | 9102-201 | Grade-Pave-Structure   | 1 097                | 1st St. to S.A.L. Railroad in Okeechobee                   | C. T. Stockton, Inc.             | 7-57         | 97%                       | 348,463.00                   |
|            | 15        | 9105-105 | Structures             |                      | Bridge No. 55 through No. 67                               | Ryan Construction Co.            | 8-57         | 99%                       | 213,067.00                   |
|            |           | 9153-850 | Grade-Pave-Structure   | 0 687                | Streets in Okeechobee                                      | Ryan Construction Co.            | 6-58         | 5%                        | 29,599.00                    |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FOURTH DISTRICT (Continued)**

| County     | S.R.<br>No.    | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location  | Construction Agency  | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimated) |
|------------|----------------|----------|-------------------------|----------------------------|---|--|-----------------|---------------------------------|------------------------------------|
| Palm Beach | 25 & 80        | 9310-112 | Paving                  | 12.370                     | Hendry County Line to South Bay   | Rubin Construction Co.   | 4-56            | 7-56                            | \$ 148,300.00                      |
|            | 5              | 9304-202 | Grade-Pave-Structure    | 3.363                      | Lake Park N. to Water Tower   | Cleary Bros. Construction Co.  | 4-55            | 8-56                            | 1,300,030.00                       |
|            | 80             | 9311-118 | Grade-Pave-Structure    | 5.704                      | Belle Glade to Six Mile Bend  | Handley Construction Co., Inc.   | 4-56            | 9-56                            | 204,203.00                         |
|            | A1A            | 9306-116 | Structure               |                            | Flagler Bridge Modification   | George E. Bunsell, Inc.  | 5-56            | 9-56                            | 43,525.00                          |
|            | 805            | 9305-104 | Grade-Pave              | 2.030                      | Palm Beach Canal to S.R. 80   | R. H. Wright & Son, Inc.   | 9-55            | 10-56                           | 612,647.00                         |
|            | S-809          | 9359-830 | Resurface               | 4.855                      | Delray West Road to Boynton West Road   | Rubin Construction Co.   | 10-56           | 11-56                           | 41,698.00                          |
|            | A1A            | 9306-301 | Resurface               | 0.085                      | M.P. 24.103 to 24.188 in Palm Beach   | Rubin Construction Co.   | 11-56           | 11-56                           | 1,111.00                           |
|            |                | 9349-116 | Grade-Pave-Structure    |                            | Farmers Market at Pahokee   | Handley Construction Co., Inc.   | 9-56            | 12-56                           | 13,049.00                          |
|            | 80             | 9312-111 | Grade-Pave-Structure    | 2.097                      | E. of Military Trail to S.A.L. R.R. in West Palm Beach                                | C. T. Stockton, Inc.   | 5-56            | 3-57                            | 402,316.00                         |
|            | 5              | 9304-203 | Grade-Pave-Structure    | 6.230                      | End Job 9304-202 to Loxahatchee River   | The Union Building & Construction Corp. and Central Florida Construction Co. | 4-56            | 5-57                            | 1,096,616.00                       |
|            | S-827          | 9356-151 | Bridge and Approaches   | 0.250                      | N. New River Canal Bridge   | Cleary Bros. Construction Co.  | 12-56           | 6-57                            | 68,008.00                          |
|            | A1A            | 9309-108 | Structure               | 0.030                      | Bridge over Earman River  | Cleary Bros. Construction Co.  | 3-57            | 6-57                            | 61,087.00                          |
|            | S-809          | 9360-105 | Grade-Pave-Structure    | 0.013                      | Lengthen Bridge over Earman River   | Cleary Bros. Construction Co.  | 4-57            | 6-57                            | 21,726.00                          |
|            | S-702          | 9351-101 | Grade-Pave-Structure    | 0.009                      | Lengthen Bridge over Earman River   | Cleary Bros. Construction Co.  | 5-57            | 7-57                            | 10,668.00                          |
|            | S-706          | 9362-102 | Bridge and Approaches   | 0.248                      | Approximately 3 miles W. of A1A (over Canal C-18)                                     | Ralph E. Mills Co.   | 3-57            | 8-57                            | 92,518.00                          |
|            | 25             | 9316-103 | Structure               |                            | Bridge over Central and Southern Canal—700 ft. N. of Broward County Line              | Powell Bros., Inc.   | 4-57            | 8-57                            | 30,492.00                          |
|            | A1A            | 9306-802 | Resurface               | 1.536                      | M.P. 20.638 (Gulf Stream Road) to M.P. 28.340 (Flagler Memorial Bridge)               | Rubin Construction Co.   | 7-57            | 8-57                            | 55,485.00                          |
|            | 827            | 9324-150 | Rework-Resurface        | 4.606                      | S.R. 80 to S.E.   | Brinson-Allen Construction Co.   | 1-58            | 3-58                            | 64,321.00                          |
|            | A1A            | 9309-109 | Grade-Pave-Structure    | 7.629                      | Lake Park, North  | C. T. Stockton, Inc.   | 8-57            | 4-58                            | 489,932.00                         |
|            | S-717          | 9370-150 | Grade-Pave-Structure    | 3.102                      | Approximately 2.5 mi. E. of Pahokee to S.R. 700                                       | C. T. Stockton, Inc.   | 3-57            | 5-58                            | 310,626.00                         |
|            | 710            | 9331-102 | Grade-Pave-Structure    | 9.573                      | End of Job 9331-101 to S.R. 700   | Belcher Oil Co.  | 4-57            | 5-58                            | 951,012.00                         |
|            | S-717          | 9370-175 | Grade-Pave-Structure    | 2.479                      | S.R. 15 in Pahokee, East  | C. T. Stockton, Inc.   | 7-57            | 5-58                            | 263,290.00                         |
|            | 710            | 9331-103 | Signals                 |                            | S.A.L. Railroad at S.R. 8-809-A   | S.A.L. R.R.  | 4-58            | 5-58                            | 11,900.00                          |
|            |                | 9349-001 | Mineral Seal            |                            | Belle Glade Prison Farm (Streets and Parking Area)                                    | State Forces   | 12-57           | 6-58                            | 5,000.00                           |
|            | 5              | 9304-204 | Bridge and Approaches   | .160                       | Loxahatchee River Bridge at Jupiter   | R. F. Diamond Construction Co., Inc.   | 8-56            | 87%                             | 1,094,921.00                       |
|            | S-706          | 9371-175 | Grade-Pave-Structure    | 0.080                      | Intracoastal Waterway Bridge at Juno Beach  | Cleary Bros. Construction Co.  | 12-56           | 60%                             | 475,618.00                         |
|            | 710            | 9331-101 | Grade-Pave-Structure    | 9.446                      | S.R. 8-809, Northwest   | Cone Bros. Construction Co.  | 7-57            | 76%                             | 1,229,558.00                       |
|            | S-704          | 9352-175 | Bridge and Approaches   | 0.349                      | Royal Palm Park Bridge and Approaches across Intracoastal Waterway in West Palm Beach | Cleary Bros. Construction Co.  | 8-57            | 47%                             | 1,636,109.00                       |
|            | 5              | 9304-205 | Grade-Pave-Structure    | 0.581                      | Approaches to Loxahatchee River Bridge  | Brinson-Allen Construction Co.   | 4-58            | 40%                             | 247,928.00                         |
|            |                | 9349-118 | Grade-Pave              |                            | S.R. 812 along E. side of T.B. Sanitarium and Entrance to Main Building               | Rubin Construction Co.   | 6-58            | 61%                             | 21,912.00                          |
| St. Lucie  | 5              | 9401-206 | Grade-Pave-Structure    | 5.646                      | Martin County Line to Job 9401-205  | James H. Craggs Construction Co.   | 2-56            | 10-56                           | 465,027.00                         |
|            |                | 9449-108 | Grade-Pave              |                            | Farmers Market at Fort Pierce   | Troup Bros., Inc.  | 9-56            | 10-56                           | 14,962.00                          |
|            | S-607-A        | 9459-950 | Surface Treatment       | 3.224                      | Kings Highway to Orange Ave.  | Evans-Valois Construction Co.  | 10-56           | 10-56                           | 11,326.00                          |
|            | 707            | 9410-106 | Overpass and Approaches | 0.187                      | Citrus Ave. in Fort Pierce  | Cleary Bros. Contracting Co.   | 7-56            | 7-57                            | 353,796.00                         |
|            | A1A            | 9405-109 | Grade-Pave-Structure    | 4.341                      | Melaleuca Drive in Fort Pierce, South   | Troup Bros., Inc.  | 4-57            | 2-58                            | 558,610.00                         |
|            | S-605          | 9456-151 | Grade-Pave-Structure    | 2.113                      | Oleander Ave.—S. Limits Fort Pierce to S.R. 5   | Troup Bros., Inc.  | 8-57            | 5-58                            | 190,662.00                         |
|            |                | 9400-154 | Grade                   |                            | S.R. A1A to Ocean (Colored Beach)   | Troup Bros., Inc.  | 4-58            | 5-58                            | 54,567.00                          |
|            | A1A            | 9405-904 | Foundation              | 2,038 ft.                  | Bridge No. 44   | Cleary Bros. Contracting Co.   | 7-57            | 6-58                            | 324,160.00                         |
|            | Dairy Rd.      | 9400-152 | Structures              | 0.045                      | Bridge over Belcher Canal and Bridge over Main Canal                                  | Cleary Bros. Contracting Co.   | 4-58            | 50%                             | 36,226.00                          |
|            | Kirby Loop Rd. | 9400-151 | Structure               | 0.024                      | Bridge over Five Mile Creek   | Cleary Bros. Contracting Co.   | 5-58            | 50%                             | 21,455.00                          |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIFTH DISTRICT**

| County  | S.R.<br>No. | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location  | Construction Agency                 | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimated) |
|---------|-------------|----------|-------------------------|----------------------------|---|-------------------------------------|-----------------|---------------------------------|------------------------------------|
| Brevard | 3           | 7014-004 | Concrete Deck           |                            | Banana Creek Bridge   | Coggin & Deermont                   | 6-56            | 7-56                            | \$ 16,884.00                       |
|         | 50          | 7011-801 | Resurface               | 8.547                      | Orange County Line to S.R. 5                                | Macasphalt Corp.                    | 8-56            | 9-56                            | 57,814.00                          |
|         | 402 & A1A   | 7008-302 | Grade-Pave-Structure    | 4.019                      | Intersection Sections 7008-7016 to a point Southeast        | W. L. Cobb Construction Co.         | 5-56            | 10-56                           | 147,790.00                         |
|         | 402 & A1A   | 7016-302 | Grade-Pave-Structure    | 5.862                      | From Job 7016-110 to S.R. A1A                               | W. L. Cobb Construction Co.         | 5-56            | 10-56                           | 235,262.00                         |
|         | 46          | 7015-801 | Resurface               | 7.392                      | Volusia County Line to S.R. 5                               | White Construction Co., Inc.        | 11-56           | 12-56                           | 50,176.00                          |
|         | 5           | 7003-203 | Grade-Pave-Structure    | 12.305                     | N. Limits Titusville to Volusia County Line                 | W. L. Cobb Construction Co.         | 11-55           | 3-57                            | 1,165,939.00                       |
|         | 502         | 7010-112 | Grade-Pave-Structure    | 0.195                      | Bridge W. End Indian River Causeway                         | James H. Craggs Construction Co.    | 9-56            | 4-57                            | 125,946.00                         |
|         |             | 7080-150 | Grade-Pave-Structure    | 3.072                      | Orlando Ave. in Cocoa Beach                                 | Hubbard Construction Co.            | 6-57            | 10-57                           | 241,072.00                         |
|         | 5           | 7003-801 | Resurface               | 2.117                      | Volusia County Line, South                                  | White Construction Co., Inc.        | 9-57            | 10-57                           | 24,803.00                          |
|         | 5           | 7002-202 | Grade-Pave-Structure    | 9.000                      | N. Limits Eau Gallie to S. Limits Rockledge                 | Cone Bros. Construction Co.         | 10-56           | 11-57                           | 1,203,195.00                       |
|         | 520         | 7010-801 | Resurface               | 15.480                     | Orange County Line to S.R. A1A                              | Pav-A-Way Corp.                     | 1-58            | 3-58                            | 211,792.00                         |
|         | 402         | 7016-801 | Resurface               | 0.915                      | S.R. 5 in Titusville, East                                  | Pav-A-Way Corp.                     | 1-58            | 3-58                            | 6,794.00                           |
|         | 500         | 7005-112 | Grade-Pave-Structure    | 3.806                      | W. Limits Melbourne, West                                   | Brinson-Allen Construction Co.      | 2-58            | 4-58                            | 189,876.00                         |
|         | 5           | 7001-200 | Structure               | 0.182                      | New Sebastian River Bridge and Widen Existing Bridge        | Ralph E. Mills Co.                  | 7-57            | 5-58                            | 358,849.00                         |
|         | 3           | 7013-904 | Electrical Equipment    |                            | Bridge No. 63-A (Mathers Bridge)                            | State Forces                        | 1-58            | 5-58                            | 5,000.00                           |
|         | S-A1A       | 7063-250 | Grade-Pave-Structure    | 4.435                      | S.R. 402 at Wilson, Northwest                               | L. L. Hall Construction Co.         | 6-57            | 97%                             | 212,765.00                         |
|         | 3 & 518     | 7012-002 | Concrete Sheet Piling   | 0.500                      | E. end Eau Gallie Causeway to Canova Beach                  | State Forces                        | 9-57            | 0%                              | 30,000.00                          |
|         | 5           | 7001-207 | Grade-Pave-Structure    | 5.121                      | Sebastian River to Grant                                    | Brooks Paving Co., Inc.             | 1-58            | 23%                             | 788,216.00                         |
|         |             | 7062-150 | Grade-Pave-Structure    | 0.309                      | S.R. S-3 to S.R. A1A, approx. 0.25 mi. N. of Merritt Island | L. L. Hall Construction Co.         | 3-58            | 99%                             | 5,022.00                           |
|         |             | 7062-151 | Grade-Pave-Structure    | 0.561                      | S.R. S-3 to S.R. A1A approx. 1.25 mi. N. of Merritt Island  | L. L. Hall Construction Co.         | 3-58            | 99%                             | 7,016.00                           |
|         |             | 7062-152 | Grade-Pave-Structure    | 0.235                      | S.R. S-3 to S.R. A1A approx. 3.00 mi. N. of Merritt Island  | L. L. Hall Construction Co.         | 3-58            | 99%                             | 2,954.00                           |
|         |             | 7062-153 | Grade-Pave-Structure    | 0.317                      | S.R. S-3 to S.R. A1A approx. 3.75 mi. N. of Merritt Island  | L. L. Hall Construction Co.         | 3-58            | 99%                             | 4,003.00                           |
|         |             | 7062-154 | Grade-Pave-Structure    | 0.603                      | S.R. S-3 to S.R. A1A approx. 5.2 mi. N. of Merritt Island   | L. L. Hall Construction Co.         | 3-58            | 99%                             | 7,532.00                           |
|         |             | 7062-155 | Grade-Pave-Structure    | 0.360                      | S.R. S-3 to S.R. A1A approx. 6.00 mi. N. of Merritt Island  | L. L. Hall Construction Co.         | 3-58            | 99%                             | 4,530.00                           |
|         | S-503-A     | 7055-250 | Grade-Pave-Structure    | 3.027                      | Clear Lake Road—S.R. 520 to S.R. 5                          | James H. Craggs Construction Co.    | 4-58            | 33%                             | 93,558.00                          |
|         | 5           | 1001-106 | Grade-Pave-Structure    | 0.293                      | Crane Creek Bridge and Approaches in Melbourne              | Clary Bros. Construction Co.        | 5-58            | 27%                             | 365,018.00                         |
|         | 518         | 7012-150 | Grade-Pave-Structure    | 1.306                      | E. end Eau Gallie Causeway to Canova Beach                  | Troup Bros., Inc.                   | 5-58            | 8%                              | 255,827.00                         |
| Citrus  | 490         | 0209-103 | Paving                  | 6.256                      | Homosassa Springs to LeCanto                                | Cone Bros. Construction Co.         | 7-56            | 7-56                            | 49,820.00                          |
|         | 48          | 0206-801 | Resurface               | 4.031                      | Floral City to Sumter County Line                           | Macasphalt Corp.                    | 11-56           | 12-56                           | 28,449.00                          |
|         |             | 0259-951 | Redeck                  |                            | Bridges at M.P. 0.395 and M.P. 0.555 (Bridges 4-S and 5-S)  | State Forces                        | 1-57            | 1-57                            | 5,000.00                           |
|         | 45          | 0201-303 | Signals                 |                            | S.A.L. R.R. at Felicia                                      | S.A.L. R.R.                         | 9-56            | 2-57                            | 8,850.00                           |
|         | 55          | 0203-801 | Resurface               | 10.981                     | Crystal River to Levy County Line                           | White Construction Co., Inc.        | 1-57            | 2-57                            | 88,050.00                          |
|         | 44          | 0205-110 | Signals                 |                            | S.A.L. R.R. at Inverness                                    | S.A.L. R.R.                         | 2-58            | 3-58                            | 7,500.00                           |
|         | 491         | 0208-106 | Signals                 |                            | S.A.L. R.R. 1 mi. E. of Holder                              | S.A.L. R.R.                         | 3-58            | 3-58                            | 9,100.00                           |
|         | S-44        | 0262-150 | Grade-Pave-Structure    | 5.158                      | Kings Bay Road—S.R. 55 to near Shell Island                 | Hadley Contracting Co., Inc.        | 10-57           | 89%                             | 282,876.00                         |
|         |             |          |                         |                            |   |                                     |                 |                                 |                                    |
|         |             |          |                         |                            |   |                                     |                 |                                 |                                    |
| Flagler | S-13        | 7355-150 | Signals                 |                            | F.E.C. R.R. in Bunnell                                      | F.E.C. R.R.                         | 9-56            | 10-56                           | 12,960.00                          |
|         | 5           | 7301-801 | Resurface               | 11.432                     | N. Limits Bunnell to St. Johns County Line                  | Duval Engineering & Contracting Co. | 3-57            | 4-57                            | 137,779.00                         |
|         | 5           | 7301-275 | Grade-Pave-Structure    | 11.477                     | Bunnell to St. Johns County Line                            | Duval Engineering & Contracting Co. | 12-55           | 5-57                            | 938,765.00                         |
|         |             | 7349-101 | Grade-Pave-Structure    |                            | Poultry Laboratory at Bunnell (Parking Area)                | State Forces                        | 10-57           | 10-57                           | 2,000.00                           |
|         | 5           | 7301-603 | Widen Shoulders         |                            | N. Limits Bunnell to St. Johns County Line                  | State Forces                        | 11-57           | 6-58                            | 6,000.00                           |
|         | 5           | 7301-175 | Grade-Pave-Structure    | 2.967                      | Through Bunnell   | H. E. Wolfe Construction Co., Inc.  | 4-57            | 47%                             | 689,571.00                         |



**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIFTH DISTRICT (Continued)**

| County | S.R.<br>No. | Job No.  | Type of<br>Construction   | Length<br>Miles<br>or Feet | Location  | Construction Agency                | Date<br>Started | Date or<br>Percent<br>Com-<br>pleted | Cost<br>(Contract or<br>Estimated) |
|--------|-------------|----------|---------------------------|----------------------------|---|------------------------------------|-----------------|--------------------------------------|------------------------------------|
| Lake   | 5           | 7301-276 | Grade-Pave-Structure      | 4 338                      | Korona to Bunnell   | H. E. Wolfe Construction Co., Inc. | 4-57            | 43%                                  | \$ 570,198 00                      |
|        | 5           | 7301-277 | Grade-Pave-Structure      | 4 890                      | Volusia County Line to Korona   | H. E. Wolfe Construction Co., Inc. | 11-57           | 20%                                  | 549,649 00                         |
|        | 33          | 1102-106 | Structure                 | 0 110                      | Bridge No. 2, 11 mi. S. of Groveland                                    | J. D. Manly Construction Co.       | 3-56            | 8-56                                 | 52,531 00                          |
|        | S-452       | 1157-150 | Grade-Pave-Structure      | 9 348                      | S.R. 44 to Marietta County Line   | L. & P. Corp.                      | 10-55           | 10-56                                | 328,544 00                         |
|        | S-565       | 1160-150 | Grade-Pave-Structure      | 7 385                      | S.R. 50 in Groveland to S.R. 25   | J. D. Manly Construction Co.       | 5-56            | 10-56                                | 274,717 00                         |
|        | S-452       | 1159-151 | Grade-Pave-Structure      | 0 828                      | St. Clair Abrams Ave. in Tavares—S.R. 500 to<br>S.R. 19                 | Marion Construction Co.            | 6-56            | 11-56                                | 68,947 00                          |
|        | 48          | 1106-801 | Resurface                 | 5 600                      | Sumter County Line to S.R. 33   | Macasphalt Corp.                   | 11-56           | 12-56                                | 35,929 00                          |
|        | 40          | 1114-106 | Grade-Pave-Structure      | 2 970                      | Job 1114-201, East  | Marion Construction Co.            | 10-56           | 3-57                                 | 40,264 00                          |
|        | 40          | 1114-201 | Grade-Pave-Structure      | 4 872                      | Marion County Line, East  | Marion Construction Co.            | 10-56           | 4-57                                 | 232,538 00                         |
|        | 40          | 1114-903 | Install Electric Motor    |                            | Astor Bridge No. 21   | State Forces                       | 6-57            | 8-57                                 | 6,000 00                           |
|        | 500 & 25    | 1104-108 | Structure                 |                            | Drainage Correction at N. Limits Leesburg                               | Ryan Construction Co.              | 6-57            | 8-57                                 | 12,825 00                          |
|        | S-44-A      | 1154-950 | Mineral Seal              | 1 208                      | S.R. 44 to Umatilla   | Campbell Paving Co.                | 8-57            | 8-57                                 | 4,587 00                           |
|        | S-449       | 1155-150 | Grade-Pave-Structure      | 1 236                      | Silver Lake Road  | J. D. Manly Construction Co.       | 7-57            | 11-57                                | 43,464 00                          |
|        | 19          | 1109-107 | Signals                   |                            | A.C.L. R.R. between Eustis and Tavares                                  | A.C.L. R.R.                        | 2-58            | 2-58                                 | 8,300 00                           |
|        | 44          | 1111-107 | Grade-Pave-Structure      | 8 560                      | Camsia, Northeast   | J. D. Manly Construction Co.       | 8-57            | 5-58                                 | 576,729 00                         |
|        | 500         | 1101-208 | Grade-Pave-Structure      | 2 544                      | Leesburg to Silver Lake Fork  | J. D. Manly Construction Co.       | 7-57            | 96%                                  | 537,137 00                         |
|        | S-445       | 1161-250 | Grade-Pave-Structure      | 3 860                      | From S.R. 19 N.E. to Astor Park   | Marion Construction Co.            | 9-57            | 91%                                  | 173,962 00                         |
|        | S-44-A      | 1164-150 | Grade-Pave-Structure      | 2 012                      | S.R. 44 W. of Leesburg to S.R. 25 N. of Leesburg                        | J. D. Manly Construction Co.       | 3-58            | 95%                                  | 89,094 00                          |
|        | S-561-A     | 1162-250 | Grade-Pave-Structure      | 2 762                      | S.R. 501 along N. Shore Lake Minneola to Old S.R. 50                    | J. D. Manly Construction Co.       | 5-58            | 26%                                  | 186,257 00                         |
| Marion | 25          | 3601-114 | Grade-Pave-Structure      | 0 693                      | Through Belleview   | Marion Construction Co.            | 3-56            | 7-56                                 | 178,079 00                         |
|        | 404         | 3620-104 | Install Metal Bridge Hank |                            | M.P. 4,150 over Oklawaha River N.E. Ocala                               | State Forces                       | 3-56            | 7-56                                 | 5,000 00                           |
|        | 475         | 3617-151 | Grade-Pave-Structure      | 13 920                     | From S.R. 500 to Sumter County Line                                     | Marion Construction Co.            | 7-56            | 12-56                                | 243,372 00                         |
|        | S-452       | 3659-150 | Grade-Pave-Structure      | 1 553                      | Grand Island Road—Lake County Line to S.R. 42                           | J. D. Manly Construction Co.       | 10-56           | 2-57                                 | 85,842 00                          |
|        | 45          | 3606-501 | Resurface                 | 11 890                     | Dunellen to Levy County Line  | White Construction Co., Inc.       | 1-57            | 2-57                                 | 95,991 00                          |
|        | S-316       | 3652-350 | Signals                   |                            | S.A.L. R.R. at Sparr  | S.A.L. R.R.                        | 1-57            | 2-57                                 | 19,200 00                          |
|        | 25          | 3649-106 | Grade-Pave-Structure      |                            | Streets at Florida Industrial School for Girls                          | State Forces                       | 11-56           | 5-57                                 | 9,000 00                           |
|        | 42          | 3613-902 | Repair Bridges            |                            | Bridges No. 6 and No. 7   | State Forces                       | 10-56           | 6-57                                 | 18,000 00                          |
|        | S-329       | 3653-950 | Mineral Seal              | 14 134                     | Lowell to Alachua County Line   | Campbell Paving Co.                | 8-57            | 8-57                                 | 12,353 00                          |
|        | 40          | 3607-801 | Resurface                 | 1 814                      | Pine St. to Livestock Auction in Ocala                                  | Marion Construction Co.            | 12-57           | 2-58                                 | 27,302 00                          |
|        | S-464-A     | 3660-150 | Grade-Pave-Structure      | 1 893                      | Lake Weir Ave.—S.R. 500 to 17th St. in Ocala                            | Marion Construction Co.            | 12-57           | 2-58                                 | 45,176 00                          |
|        |             | 3664-150 | Grade-Pave-Structure      | 0 907                      | Fort King Ave. and Hillside Drive from Citrus Ave.<br>to S.R. 40        | Marion Construction Co.            | 12-57           | 3-58                                 | 18,489 00                          |
|        | S-316       | 3652-950 | Redeck                    | 0 020                      | Enreka Bridge (M.P. 13,281)   | State Forces                       | 2-58            | 3-58                                 | 10,000 00                          |
|        |             | 3649-107 | Grade-Pave-Structure      |                            | Streets and Parking at Forest Hill Correctional<br>Institution at Ocala | State Forces                       | 2-58            | 4-58                                 | 5,000 00                           |
|        | S-481       | 3657-850 | Resurface                 | 6 000                      | S.R. 475 at Monroe's Corner to S.R. 35 in Belleview                     | Marion Construction Co.            | 3-58            | 4-58                                 | 53,297 00                          |
|        | 40          | 3608-112 | Grade-Pave-Structure      | 1 942                      | Oswego St. to Hillside Drive (4-Lane)                                   | Marion Construction Co.            | 5-57            | 5-58                                 | 703,721 00                         |
|        | 40          | 3608-801 | Resurface-Culverts        | 4 100                      | Silver Springs to Oklawaha River—Including<br>Bridges 19 and 20         | Marion Construction Co.            | 12-57           | 5-58                                 | 83,798 00                          |
|        |             | 3649-108 | Grade-Pave-Structure      |                            | Florida Industrial School for Girls at Ocala                            | State Forces                       | 3-58            | 5-58                                 | 5,000 00                           |
|        | 315         | 3619-250 | Grade-Pave-Structure      | 10 801                     | S.R. 40 to S.R. 8-318 at Fort McCoy                                     | Marion Construction Co.            | 12-57           | 6-58                                 | 423,825 00                         |
|        | S-314       | 3602-850 | Resurface                 | 6 550                      | S.R. 40 to E. of Ocala to Oklawaha River                                | Marion Construction Co.            | 4-58            | 94%                                  | 36,200 00                          |
|        |             | 3605-851 | Resurface                 | 18 100                     | County-wide Road Repairs on County Roads                                | Marion Construction Co.            | 4-58            | 94%                                  | 116,061 00                         |
|        | S-316       | 3658-850 | Resurface                 | 3 400                      | Fairfield to S.R. 25 in Reddick   | Marion Construction Co.            | 5-58            | 94%                                  | 23,380 00                          |
|        |             | 3665-850 | Resurface                 | 20 350                     | County-Wide Road Repairs on County Roads                                | Marion Construction Co.            | 5-58            | 94%                                  | 135,563 00                         |
| Orange | S-425       | 7562-152 | Structures and Approaches | 0 710                      | Two Bridges and Approaches E. of S.R. 15-A on<br>Curry Ford Road        | Jarco Corp.                        | 2-56            | 7-56                                 | 94,968 00                          |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIFTH DISTRICT (Continued)**

| County  | R.R.<br>No. | Job No.                | Type of<br>Construction | Length<br>Miles<br>or Feet   | Location  | Construction Agency              | Date<br>Started | Date or<br>Percent<br>Com-<br>pleted | Cost<br>(Contract or<br>Estimated) |
|---------|-------------|------------------------|-------------------------|--|---|----------------------------------|-----------------|--------------------------------------|------------------------------------|
| Oswego  | 435         | 7507-102               | Grade-Pave Structure    | 5.827  | S.R. 500 to Appleton to Rock Springs                          | Hobland Construction Co.         | 5-56            | 7-56                                 | 80,210.00                          |
|         | R. 527-A    | 7506-150               | Bridge and Approaches   | 0.312  | Beggs Creek Bridge and Approaches                             | Parish-Peterson Construction Co. | 3-56            | 9-56                                 | 31,477.00                          |
|         |             | 7505-150               | Bridge and Approaches   | 0.201  | Beggs Creek Bridge  | Parish-Peterson Construction Co. | 4-56            | 9-56                                 | 31,484.00                          |
|         | 50          | 7500-152               | Signals                 |  | A.C.L. and T.G. R.R. at Lakeview School Road                  | A.C.L. R.R.                      | 8-56            | 9-56                                 | 7,067.00                           |
|         | 527         | 7506-801               | Resurface               | 9.237  | S.R. 530 to Brewster County Line                              | Macgregor Corp.                  | 8-56            | 9-56                                 | 62,406.00                          |
|         | 15          | 7505-801               | Resurface               | 9.954  | S.A.L. and A.C.L. R.R. Crossings in Orlando                   | S.A.L. R.R.                      | 7-56            | 11-56                                | 31,000.00                          |
|         | R-424       | 7500-151               | Resurface               |  | Oswego County Line to S.R. 15-A                               | White Construction Co., Inc.     | 9-56            | 11-56                                | 74,074.00                          |
|         | R-424       | 7505-800               | Resurface               | 4.660  | S.A.L. R.R. at Old Appleton Road and Cherokee Road            | S.A.L. R.R.                      | 8-56            | 1-57                                 | 10,200.00                          |
|         | R-528       | 7505-800               | Resurface               | 2.770  | N. City Limits Orlando, Northwest                             | Macgregor Corp.                  | 12-56           | 1-57                                 | 40,374.00                          |
|         | R-528-A     | 7506-800               | Resurface               | 0.755  | S.R. 500 to S.R. 527  | Macgregor Corp.                  | 12-56           | 1-57                                 | 13,580.00                          |
|         | R-424-A     | 7504-302               | Resurface               | 2.154  | S.R. 424 to S.R. 15   | Macgregor Corp.                  | 12-56           | 1-57                                 | 5,121.00                           |
|         | 434         | 7505-275               | Grade-Pave Structure    | 1.632  | Edgewater Drive-Lakeview Ave. to Park Ave.                    | Hobland Construction Co.         | 5-56            | 3-57                                 | 17,532.00                          |
|         | R-427-A     | 7503-102               | Signals                 |  | Edgewater Drive-Lakeview Ave. to Park Ave.                    | S.A.L. R.R.                      | 5-56            | 3-57                                 | 515,076.00                         |
|         | 60          | 7500-104               | Grade-Pave Structure    | 0.317  | Clatsop-S.R. 50 to Hale Dam Way                               | S.A.L. R.R.                      | 9-56            | 3-57                                 | 15,350.00                          |
|         | S-419       | 7504-190               | Grade-Pave Structure    | 0.652  | Taylor Creek Road-Orange County Line, North Street in Orlando | Langston Construction Co.        | 11-56           | 3-57                                 | 100,660.00                         |
| 527     | 7504-275    | Grade-Pave Structure   | 1.665                   |  | Hobland Construction Co.                                      | 1-56                             | 4-57            | 61,941.00                            |                                    |
| R-427-A | 7502-305    | Grade-Pave Structure   | 5.673                   | S.R. 527 to Appleton   | State Forces  | 4-57                             | 4-57            | 1,071,673.00                         |                                    |
| 600     | 7502-305    | Grade-Pave Structure   | 2.885                   | E. of Appleton, S.E. (now part in Seminole County)                     | Hobland Construction Co.                                      | 4-56                             | 5-57            | 5,000.00                             |                                    |
| 430     | 7500-103    | Grade-Pave Structure   | 1.801                   | Lake Miami to Seminole County Line                                     | Hobland Construction Co.                                      | 9-56                             | 5-57            | 689,948.00                           |                                    |
| S-431   | 7500-150    | Grade-Pave Structure   | 1.801                   | Lake Miami to Seminole County Line                                     | J. D. Manly Construction Co.                                  | 3-57                             | 5-57            | 293,004.00                           |                                    |
| S-528   | 7504-151    | Grade-Pave Structure   | 0.183                   | Dillard Street (Winter Garden)-S.R. 50 to S.R. 438                     | Langston Construction Co.                                     | 6-56                             | 6-57            | 40,500.00                            |                                    |
| S-528-A | 7500-103    | Grade-Pave Structure   | 1.022                   |  | Langston Construction Co.                                     | 6-56                             | 6-57            | 337,576.00                           |                                    |
|         | 7504-151    | Grade-Pave Structure   | 0.183                   | Pear Island Road   | Conn. Bros. Contracting Co.                                   | 2-57                             | 6-57            | 25,000.00                            |                                    |
| R-428   | 7504-151    | Grade-Pave Structure   | 4.564                   | New Doctor 1 Highway to S.R. 600                                       | Hobland Construction Co.                                      | 1-57                             | 7-57            | 346,314.00                           |                                    |
| R-428   | 7504-151    | Grade-Pave Structure   | 0.227                   | Near E. Limits Underpass   | Hobland Construction Co.                                      | 5-57                             | 7-57            | 86,225.00                            |                                    |
| R-430   | 7503-151    | Grade-Pave Structure   |                         |  | Hobland Construction Co.                                      | 7-57                             | 7-57            | 11,650.00                            |                                    |
|         | 7500-150    | Signals                |                         | A.C.L. R.R. at Melburn Ave.  | A.C.L. R.R.   | 7-57                             | 7-57            | 11,650.00                            |                                    |
| 520     | 7514-901    | Material Seal          | 16.751                  | S.R. 50, Southeast   | Brinson-Allen Construction Co.                                | 7-57                             | 8-57            | 13,500.00                            |                                    |
| 15      | 7505-802    | Resurface              | 4.720                   | 1.5 mi. S. of Conway to Orlando  | Orlando Paving Co.  | 11-57                            | 11-57           | 57,156.00                            |                                    |
| R-528   | 7504-800    | Resurface              | 3.435                   | Coyard Lake Drive to S.R. 528  | Orlando Paving Co.  | 12-57                            | 2-58            | 57,156.00                            |                                    |
| 520     | 7514-901    | Resurface              | 1.472                   | Brewster County Line, West   | Pave-A-Way Corp.  | 12-57                            | 2-58            | 43,500.00                            |                                    |
| 50      | 7506-114    | Grade-Pave Structure   | 0.710                   | Mills St. to Bundy St. in Orlando                                      | Brinson-Allen Construction Co.                                | 11-57                            | 3-58            | 27,125.00                            |                                    |
| 500     | 7502-301    | Overpass and Underpass | 1.523                   | S.A.L. Overpass near Permont and A.C.L. Underpass in Orlando           | Brinson-Allen Construction Co.                                | 11-57                            | 3-58            | 205,225.00                           |                                    |
| 500     | 7502-305    | Grade-Pave             | 1.170                   | 2 mi. N.W. Seminole County Line S.E. (now part in Seminole County)     | W. L. Cobb Construction Co.                                   | 12-56                            | 82%             | 727,551.00                           |                                    |
| 500     | 7502-105    | Grade-Pave Structure   | 4.440                   | From S. of Appleton through Plymouth                                   | W. L. Cobb Construction Co.                                   | 12-56                            | 91%             | 132,666.00                           |                                    |
| 435     | 7527-101    | Grade-Pave Structure   | 5.535                   | S.R. 528 to S.R. 60-Kirkman Road                                       | W. L. Cobb Construction Co.                                   | 10-57                            | 47%             | 1,279,212.00                         |                                    |
| 435     | 7527-102    | Grade-Pave Structure   |                         | Interchange at S.R. 528  | Conn. Bros. Construction Co.                                  | 10-57                            | 57%             | 806,046.00                           |                                    |
| 500     | 7502-107    | Grade-Pave Structure   | 7.006                   | End of Job 7502-105 to 1.0 mi. S. of Lake County Line                  | Conn. Bros. Construction Co.                                  | 10-57                            | 57%             | 1,356,617.00                         |                                    |
|         | 7504-150    | Grade-Pave Structure   | 0.486                   | Bundy Ave.-Robinson Ave. to Colonial Drive (Orlando)                   | San Marco Contracting Co.                                     | 1-58                             | 25%             | 899,017.00                           |                                    |
| 500     | 7502-106    | Grade-Pave Structure   | 2.448                   | S.R. 50 to Job 7502-305 (Shady Drive)                                  | Langston Construction Co.                                     | 4-58                             | 34%             | 191,113.00                           |                                    |
| 50      | 7505-801    | Grade-Pave Structure   | 2.976                   | Langston Ave. (Orlando) to Tampa Ave.                                  | Hobland Construction Co.                                      | 5-58                             | 17%             | 850,031.00                           |                                    |
|         |             |                        |                         |  | Conn. Bros. Contracting Co.                                   | 6-58                             | 1%              | 1,341,726.00                         |                                    |
|         | 8-520       | 9202-150               | Grade-Pave Structure    | 7.397  | Bonnet Creek Bridge   | Hobland Construction Co.         | 5-59            | 10-59                                | 43,090.00                          |
| 15      | 9203-801    | Resurface              | 7.397                   | S.R. 500 to Orange County Line   | White Construction Co., Inc.                                  | 6-56                             | 11-56           | 55,044.00                            |                                    |
| R-531-A | 9253-152    | Grade-Pave Structure   | 1.601                   | Old Tampa Highway to S.R. 530 and Patrick St. from Airport to Land St. | Langston Construction Co.                                     | 8-56                             | 12-56           | 87,510.00                            |                                    |

DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIFTH DISTRICT (Continued)

| County    | S.R. No.  | Job No.    | Type of Construction            | Length Miles or Feet | Location   | Construction Agency                 | Date Started | Date or Percent Completed | Cost (Contract or Estimated) |
|-----------|-----------|------------|---------------------------------|----------------------|--|-------------------------------------|--------------|---------------------------|------------------------------|
| Polk      | 600 & 600 | 9201-150   | Grade-Pave-Structure            | 0.301                | N. Limits Kinnaman to Vine St.                             | Lanigan Construction Co.            | 10-56        | 4-57                      | 194,448.00                   |
|           | 15        | 9206-901   | Resurface                       | 19.272               | Kennesaw to Highway  | Macquardt Corp.                     | 3-57         | 4-57                      | 249,971.00                   |
|           |           | 9204-150   | Grade-Pave-Structure            | 1.002                | Airport to Bermuda Ave. on Patrick St.                     | Lanigan Construction Co.            | 1-57         | 5-57                      | 94,944.00                    |
|           | S-535     | 9204-151   | Grade-Pave-Structure            | 0.244                | Malbrett St. in Kinnaman                                   | Lanigan Construction Co.            | 4-57         | 5-57                      | 20,200.00                    |
|           | S-523     | 9204-150   | Grade-Pave-Structure            | 3.665                | S.R. 600 at Campbell Station, South                        | Excel Engineering & Contracting Co. | 6-56         | 7-57                      | 120,200.00                   |
|           | S-523     | 9232-232   | Grade-Pave-Structure            | 1.078                | Cane Creek Bridge and Approaches                           | Cane Bros. Contracting Co.          | 1-57         | 7-57                      | 70,425.00                    |
|           | S-525-A   | 9235-155   | Grade-Pave-Structure            | 0.184                | St. Cloud Canal  | Parishall Florida Construction Co.  | 6-57         | 9-57                      | 32,604.00                    |
|           | S-525-A   | 9235-155   | Grade-Pave-Structure            | 1.457                | Lake Tishakuldy N. to S.R. 825                             | Lanigan Construction Co.            | 6-57         | 12-57                     | 87,297.00                    |
|           | 600       | 9203-901   | Resurface                       | 12.762               | Hodgson to Deer Park                                       | Pay-A-Way Corp.                     | 3-58         | 4-58                      | 384,535.00                   |
|           | 60        | 9207-107   | Structure                       | 1.145                | Kinnaman River Bridge and E. Approach                      | Cane Bros. Contracting Co.          | 2-57         | 5-58                      | 7,000.00                     |
|           |           | 9249-101   | Grade-Pave                      | 0.612                | Diagnose Laboratory - Kinnaman                             | R. H. Wright & Son, Inc.            | 6-57         | 6-58                      | 722,900.00                   |
|           | 60        | 9207-106   | Grade-Pave                      | 0.612                | Indian River County Line, West                             | Lanigan Construction Co.            | 11-57        | 91%                       | 85,600.00                    |
|           | S-534-A   | 9231-154   | Grade-Pave-Structure            | 1.256                | S.R. 551 to Alligator Lake                                 | Lanigan Construction Co.            | 11-57        | 91%                       | 47,520.00                    |
|           | S-531-A   | 9235-153   | Grade-Pave-Structure            | 0.735                | S.R. 300 N. Kinnaman W. and North                          | Lanigan Construction Co.            | 11-57        | 91%                       | 74,704.00                    |
|           | S-534-A   | 9236-112   | Grade-Pave-Structure            | 1.556                | S.R. 13 at Narcoose, East                                  | Cane Bros. Contracting Co.          | 12-57        | 40%                       | 867,257.00                   |
| S-531     | 9235-154  | Structure  | 0.015                           | S.R. 60 to Kennesaw  | J. D. Mandy Construction Co.                               | 6-58                                | 0%           | 13,557.00                 |                              |
| Putnam    | 15        | 7601-116   | Paving                          | 12.583               | Sisco to S.R. 207 in East Palatka                          | Dunn Construction Co., Inc.         | 6-59         | 10-59                     | 124,222.00                   |
|           | 15 & 100  | 7603-207   | Grade-Pave-Structure            | 1.136                | 705 St. to S.R. 100 in Palatka                             | James H. Chapp Construction Co.     | 11-55        | 11-56                     | 404,161.00                   |
|           | S-200     | 7603-303   | Material Soil                   | 8.000                | S.R. 18 to Palmetto Bluff                                  | J. D. Mandy Construction Co.        | 11-56        | 11-56                     | 6,982.00                     |
|           | 15        | 7603-106   | Signals                         | 7.601                | A.C.L. Roadbed in Palatka - 2 Crossings                    | Dural Engineering & Contracting Co. | 10-56        | 12-56                     | 32,280.00                    |
|           | 20        | 7605-301   | Resurface                       | 1.531                | 0.1 mi. W. of City Limits to S.R. 100 in Palatka           | Jaco Corporation                    | 12-56        | 2-57                      | 19,650.00                    |
|           | 20        | 7605-106   | Structure                       | 0.837                | Widen Bridges 17, 18, and 19                               | Parsons Market at Palatka           | 6-58         | 5-58                      | 144,726.00                   |
|           | 7649-105  | Grade-Pave | Grade-Pave                      | 5.508                | Weakens to Statumna  | Marion Construction Co.             | 1-58         | 5-58                      | 177,165.00                   |
|           | S-200     | 7653-250   | Grade-Pave-Structure            |                      | A.C.L. H.R. at Beavertuck                                  | A.C.L. R.R.                         | 1-58         | 5-58                      | 12,200.00                    |
|           | 7654-151  | Signals    |                                 |                      | Bootham to Silver Lake Road                                | Marion Construction Co.             | 3-58         | 40%                       | 284,100.00                   |
|           | S-10      | 7661-250   | Grade-Pave-Structure            | 5.350                |  | Byron Construction Co.              | 10-55        | 9-56                      | 199,586.00                   |
|           | 207       | 7802-275   | Bridge and Approaches           | 0.795                | Deep Creek Bridge between Hastings and Spauld              | Marion Construction Co.             | 8-55         | 11-56                     | 1,324,632.00                 |
|           | 5         | 7804-175   | Grade-Pave-Structure            | 15.344               | N. Limits St. Augustine to Duval County Line               | State Forces                        | 10-56        | 11-56                     | 3,000.00                     |
|           | S-210     | 7804-452   | Soil Seal                       | 0.237                | M.P. 15.171 to M.P. 24.026 (S.R. A1A)                      | L. L. Hall Construction Co.         | 7-56         | 12-56                     | 46,944.00                    |
|           | S-16-A    | 7854-150   | Grade-Pave-Structure            | 1.677                | Booth Road - S.R. 13 to S.R. 16                            | J. D. Mandy Construction Co.        | 9-56         | 1-57                      | 90,329.00                    |
|           | S-5-A     | 7855-150   | Grade-Pave-Structure            | 3.341                | S.R. 5 to S.R. 207 at S. Limits St. Augustine              | State Forces                        | 11-56        | 1-57                      | 4,000.00                     |
| St. Johns | 13        | 7857-505   | Concrete Deck                   | 3.240                | Booth No. 83   | Dural Engineering & Contracting Co. | 12-56        | 2-57                      | 27,589.00                    |
|           | S-210     | 7861-505   | Resurface                       |                      | S.R. 3 to M.P. 15.171                                      | W. H. Arundson Co., Inc.            | 11-56        | 3-57                      | 103,257.00                   |
|           | 13        | 7867-114   | Repairs with Pipe               | 8.833                | Bridges 27, 25, 35, 37, 39, 43, 47, 49, 50, and 52         | Dural Engineering & Contracting Co. | 7-56         | 4-57                      | 347,707.00                   |
|           | S-13      | 7883-230   | Grade-Pave-Structure            | 0.231                | S.R. 204 to Hastings                                       | Dural Engineering & Contracting Co. | 2-57         | 6-57                      | 60,601.00                    |
|           | 16        | 7896-105   | Bridge and Approaches           |                      | Trent Creek Bridge and Approaches                          | Florida Dept. and Blind School      | 2-57         | 6-57                      | 44,000.00                    |
|           |           | 7849-103   | Grade-Pave-Structure            | 4.883                | Proctor Road - S.R. 16 to S.R. 15-A                        | L. L. Hall Construction Co.         | 7-56         | 7-57                      | 187,432.00                   |
|           | S-208     | 7849-180   | Grade-Pave-Structure            |                      |  |                                     |              |                           |                              |
|           | 207       | 7863-178   | Grade-Pave-Structure            | 3.438                | W. Limits Hastings to Job. 7863-175 (Deep Creek Bridge)    | Dural Engineering & Contracting Co. | 11-56        | 7-57                      | 227,179.00                   |
|           | 16        | 7896-107   | Grade-Pave-Structure            | 0.646                | Lewis Speedway to S.R. 5                                   | James Construction Co.              | 3-57         | 7-57                      | 60,781.00                    |
|           | 207       | 7896-176   | Grade-Pave-Structure            | 14.540               | Deep Creek to St. Augustine                                | Jason H. Chapp Construction Co.     | 7-56         | 9-57                      | 710,260.00                   |
|           | 5         | 7898-275   | Grade-Pave-Structure            | 14.891               | Fluor County Line to M.P. 14.501                           | Marion Construction Co.             | 11-57        | 12-57                     | 1,190,681.00                 |
|           | A1A       | 7898-494   | Repair Bridge - Trailer's House |                      | Viano Ranch Bridge   | State Forces                        | 2-57         | 1-58                      | 3,000.00                     |
|           |           | 7960-104   | Parking Area                    |                      | Polk Investigation Laboratory in Hastings                  | State Forces                        | 10-57        | 2-58                      | 1,000.00                     |
|           | 5         | 7961-501   | Shoulder-Pave                   | 14.545               | Prager County Line, North                                  | Dural Engineering & Contracting Co. | 1-58         | 4-58                      | 222,787.00                   |
|           | A1A       | 7891-506   | Pondor Repair                   |                      | Prager of Lanes (Damaged by "Tup" "Marzani" and "Alberia") | R. H. H. Blackwell & Sons           | 4-58         | 4-58                      | 9,973.00                     |

**DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIFTH DISTRICT (Continued)**

| County   | S.R.<br>No. | Job No.  | Type of<br>Construction | Length<br>Miles,<br>or Feet | Location   | Construction Agency                 | Date<br>Started | Date or<br>Percent<br>Completed | Cost<br>(Contract or<br>Estimated) |
|----------|-------------|----------|-------------------------|-----------------------------|--|-------------------------------------|-----------------|---------------------------------|------------------------------------|
| Seminole | A1A         | 7803-905 | Emergency Repairs       |                             | Approach Bents E. Side of Draw of Vilano Beach Bridge                  | Powell Bros., Inc.                  | 4-58            | 5-58                            | \$ 21,470.00                       |
|          | 206         | 7809-904 | Redeck                  |                             | Matanzas River Bridge at Crescent Beach                                | State Forces                        | 4-58            | 6-58                            | 7,000.00                           |
|          | S-210-A     | 7860-250 | Grade-Pave-Structure    | 8.401                       | Canal Road-S.R. S-210 to Ponte Vedra                                   | Duval Engineering & Contracting Co. | 10-57           | 56%                             | 334,312.00                         |
|          | 13          | 7807-115 | Structure               | 0.774                       | Bridge over Julington Creek and S. Approach                            | Duval Engineering & Contracting Co. | 11-57           | 45%                             | 672,033.00                         |
|          | S-204       | 7854-151 | Signals                 |                             | F.E.C. R.R. at Kersey Road   | F.E.C. R.R.                         | 6-58            | 0%                              | 15,000.00                          |
|          | 600         | 7701-801 | Resurface               | 2.507                       | Park St. in Sanford  | White Construction Co., Inc.        | 11-56           | 1-57                            | 32,044.00                          |
|          | 46          | 7703-801 | Resurface               | 0.312                       | French Ave. to Park St. in Sanford                                     | White Construction Co., Inc.        | 11-56           | 1-57                            | 3,820.00                           |
|          | 46          | 7704-801 | Resurface               | 10.470                      | Lake Jessup Bridge to Volusia County Line                              | White Construction Co., Inc.        | 11-56           | 1-57                            | 70,938.00                          |
|          | 46          | 7704-110 | Signals                 |                             | A.C.L. R.R. Crossing near Base   | A.C.L. R.R.                         | 12-56           | 2-57                            | 6,555.00                           |
|          | 15 & 600    | 7701-112 | Grade-Pave-Structure    | 2.232                       | End of Job 7701-203, North   | J. D. Manly Construction Co.        | 6-56            | 6-57                            | 276,862.00                         |
|          | 15 & 600    | 7701-203 | Grade-Pave-Structure    | 5.163                       | Orange County Line, North  | J. D. Manly Construction Co.        | 6-56            | 6-57                            | 758,578.00                         |
|          | 15          | 7715-102 | Signals                 |                             | A.C.L. R.R. at 13th St. in Sanford                                     | A.C.L. R.R.                         | 11-57           | 11-57                           | 16,200.00                          |
|          |             | 7749-106 | Grade-Pave-Structure    |                             | Farmers Market at Sanford  | L. L. Hall Construction Co.         | 10-57           | 1-58                            | 82,485.00                          |
|          | S-427       | 7751-151 | Signals                 |                             | A.C.L. R.R. N. of Longwood   | A.C.L. R.R.                         | 2-58            | 3-58                            | 12,500.00                          |
|          | 15 & 600    | 7701-113 | Grade-Pave-Structure    | 3.848                       | Five Points to French Ave.   | Hubbard Construction Co.            | 6-57            | 4-58                            | 658,151.00                         |
|          | 46          | 7704-109 | Grade-Pave-Structure    | 4.482                       | Melbourne Ave. to Lake Jessup  | Langston Construction Co.           | 6-57            | 5-58                            | 370,798.00                         |
|          |             | 7749-107 | Pave                    |                             | Central Florida Experiment Station in Sanford                          | State Forces                        | 5-58            | 5-58                            | 2,000.00                           |
|          | 500         | 7702-202 | Grade-Pave              | 0.348                       | Orange County Line to Orange County Line (S.W. Corner Seminole County) | W. L. Cobb Construction Co.         | 12-56           | 91%                             | 56,050.00                          |
|          | 460         | 1806-250 | Grade-Pave-Structure    | 6.617                       | S.R. 50 to Center Hill   | J. D. Manly Construction Co.        | 1-56            | 9-56                            | 328,127.00                         |
| Sumter   | 35          | 1801-801 | Resurface               | 0.823                       | S. Limits Bushnell to S.A.L. R.R.                                      | Macasphalt Corp.                    | 11-56           | 12-56                           | 7,911.00                           |
|          | 48          | 1806-801 | Resurface               | 2.812                       | S.R. 471 to Center Hill  | Macasphalt Corp.                    | 11-56           | 12-56                           | 18,040.00                          |
|          |             | 1849-104 | Grade-Pave-Structure    | 0.292                       | Livestock Pavilion at Webster  | J. D. Manly Construction Co.        | 1-57            | 3-57                            | 19,761.00                          |
|          | S-475       | 1855-150 | Grade-Structure         | 0.454                       | Lake Panasofkee Outlet   | Ryan Construction Co.               | 12-56           | 5-57                            | 53,207.00                          |
|          | S-475       | 1855-151 | Grade-Structure         | 0.057                       | Approximately 2 mi. N. of Bushnell                                     | Ryan Construction Co.               | 12-56           | 5-57                            | 19,210.00                          |
|          | 471         | 1803-110 | Pave                    | 2.005                       | Webster to Beville's Corner  | Macasphalt Corp.                    | 8-57            | 8-57                            | 28,218.00                          |
|          | 48          | 1806-802 | Pave                    | 10.134                      | Citrus County Line to Bushnell   | Macasphalt Corp.                    | 8-57            | 9-57                            | 91,556.00                          |
|          | S-475       | 1855-250 | Grade-Pave-Structure    | 5.949                       | N. Limits Bushnell to S.R. 470   | James H. Craggs Construction Co.    | 9-57            | 3-58                            | 205,875.00                         |
|          | S-44-A      | 1857-830 | Resurface               | 7.050                       | S.R. 44 W. of Wildwood to S.R. 44 approximately 4 mi. S.E. of Wildwood | Pav-A-Way Corp.                     | 6-58            | 99%                             | 39,109.00                          |
|          |             | 1859-850 | Resurface               | 9.100                       | County Road Repairs on County Roads                                    | Pav-A-Way Corp.                     | 6-58            | 99%                             | 51,180.00                          |
| Volusia  | A1A         | 7908-111 | Grade-Pave              | 0.838                       | W. Approach to Broadway Bridge   | James H. Craggs Construction Co.    | 1-56            | 8-56                            | 136,192.00                         |
|          |             | 7949-103 | Grade-Pave-Structure    |                             | Highway Patrol Station at Deland                                       | State Forces                        | 10-56           | 12-56                           | 7,000.00                           |
|          | 44          | 7907-801 | Resurface               | 3.065                       | Crows Bluff Bridge, East   | White Construction Co., Inc.        | 11-56           | 12-56                           | 33,397.00                          |
|          | 5           | 7901-275 | Grade-Pave-Structure    | 13.612                      | Brevard County Line to S. Limits Edgewater                             | White Construction Co., Inc.        | 10-55           | 5-57                            | 1,329,832.00                       |
|          | S-415       | 7951-152 | Grade-Pave-Structure    | 4.744                       | 11th St. Holly Hill to Ormond  | James H. Craggs Construction Co.    | 5-56            | 5-57                            | 303,155.00                         |
|          | S-415       | 7951-250 | Grade-Pave-Structure    | 3.319                       | Rose Bay to Port Orange  | James H. Craggs Construction Co.    | 5-56            | 5-57                            | 255,908.00                         |
|          | S-415       | 7951-350 | Signals                 |                             | F.E.C. R.R. S. of Port Orange and F.E.C. R.R. N. of Ormond             | F.E.C. R.R.                         | 4-57            | 5-57                            | 30,000.00                          |
|          | 600         | 7906-110 | Grade-Pave-Structure    | 3.390                       | Old Daytona Road at Tomoka River to Lake Shore Drive                   | J. D. Manly Construction Co.        | 3-57            | 8-57                            | 349,947.00                         |
|          | S-40-A      | 7955-950 | Sand Seal and Deck      | 12.971                      | S.R. 40 to New Smyrna  | State Forces                        | 6-57            | 9-57                            | 10,000.00                          |
|          | 15 & 600    | 7904-801 | Resurface               | 7.178                       | Seminole County Line to S. Limits Orange City                          | Macasphalt Corp.                    | 9-57            | 9-57                            | 76,501.00                          |
|          | 5           | 7901-177 | Grade-Pave-Structure    | 13.600                      | Brevard County Line to S. Limits Edgewater (Existing Lane)             | White Construction Co., Inc.        | 9-57            | 10-57                           | 141,071.00                         |
|          | 415         | 7912-108 | Grade-Pave-Structure    | 15.321                      | Osteen to S.R. 40  | White Construction Co., Inc.        | 8-56            | 11-57                           | 1,057,547.00                       |
|          | 5           | 7903-175 | Grade-Pave-Structure    | 6.942                       | Ormond to Flagler County Line  | H. E. Wolfe Construction Co., Inc.  | 9-56            | 11-57                           | 1,123,493.00                       |





DESCRIPTION OF JOBS COMPLETED AND UNDER WAY  
JULY 1, 1956 THROUGH JUNE 30, 1958  
FIFTH DISTRICT (Continued)

| County | S.R.<br>No. | Job No.  | Type of<br>Construction | Length<br>Miles<br>or Feet | Location  | Construction Agency          | Date<br>Started | Date or<br>Percent<br>Com-<br>pleted | Cost<br>(Contract or<br>Estimated) |
|--------|-------------|----------|-------------------------|----------------------------|---|------------------------------|-----------------|--------------------------------------|------------------------------------|
|        | 5           | 7903-902 | Construction-Shoulders  | 6.800                      | Ormond to Flagler County Line   | State Forces                 | 10-57           | 12-57                                | \$ 6,000.00                        |
|        | A1A         | 7908-902 | Paint bridge            |                            | Broadway Bridge No. 23-E  | State Forces                 | 6-57            | 3-58                                 | 25,000.00                          |
|        | A1A         | 7913-801 | Resurface               | 0.766                      | In New Smyrna Beach   | Pav-A-Way Corp.              | 1-58            | 3-58                                 | 5,169.00                           |
|        | S-A1A       | 7959-250 | Grade-Pave-Structure    | 3.773                      | Brevard County Line to S.R. 5   | Jaxon Construction Co.       | 8-57            | 6-58                                 | 242,122.00                         |
|        | 41A         | 7912-100 | Signals                 |                            | F.E.C. Railroad at Osteen   | F.E.C. R.R.                  | 6-58            | 6-58                                 | 7,600.00                           |
|        | 5           | 7901-175 | Grade-Pave-Structure    | 5.078                      | E. End Columbia Ave. in New Smyrna to Poinciana<br>Ave. in Harbor Oak | C. A. Scott Construction Co. | 11-56           | 92%                                  | 1,271,715.00                       |
|        | 5           | 7901-176 | Grade-Pave-Structure    | 6.425                      | S. City Limits Edgewater to Columbia Street in<br>New Smyrna          | Hubbard Construction Co.     | 8-57            | 73%                                  | 1,831,440.00                       |
|        | S-15-A      | 7956-151 | Grade-Pave-Structure    | 9.036                      | Deland Truck Route  | W. L. Cobb Construction Co.  | 4-58            | 2%                                   | 1,175,359.00                       |
|        | S-A1A       | 7953-250 | Grade-Pave-Structure    | 4.069                      | Dunlawton Blvd. to S. Limits Daytona Beach                            | R. H. Wright & Son, Inc.     | 5-58            | 8%                                   | 1,463,800.00                       |



**STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES  
AS OF JUNE 30, 1958  
FIRST DISTRICT**

| COUNTY       | SYSTEM    | MAINTAINED LENGTH |                   | MAINTENANCE COST                   |                                    |                 | CONSTRUCTION COST                  |                                    |                                  |                  |               |                  |                 |                  | VALUE OF CONSTRUCTION BY OTHER AGENCIES | TOTAL BY STATE AND OTHER AGENCIES |
|--------------|-----------|-------------------|-------------------|------------------------------------|------------------------------------|-----------------|------------------------------------|------------------------------------|----------------------------------|------------------|---------------|------------------|-----------------|------------------|---|-----------------------------------|
|              |           |                   |                   |                                    |                                    |                 | STATE EXPENDITURES                 |                                    |                                  |                  |               |                  |                 |                  |   |                                   |
|              |           | Total Miles       | Bridge Feet, Inc. | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE   | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE BY SOURCE OF FUNDS |                  |               |                  |                 |                  |   |                                   |
|              |           |                   |                   |                                    |                                    |                 |                                    |                                    | State                            | Federal          | County        | Total            |                 |                  |   |                                   |
| Charlotte    | Primary   | 82.407            | 10,603            | \$ 238,129.76                      | \$ 204,830.13                      | \$ 1,780,049.83 | \$ 5,556.87                        | \$ 318,875.49                      | \$ 3,689,173.09                  | \$ 762,699.27    | \$ 51,645.70  | \$ 4,503,518.06  | \$ 1,187,901.37 | \$ 5,691,419.43  |   |                                   |
|              | Secondary | 34.861            | 485               | 13,919.57                          | 5,786.47                           | 38,207.73       | 201,554.21                         | 15,081.81                          | 568,205.90                       | 247,123.59       |               | 815,329.49       |                 | 815,329.49       |   |                                   |
|              | Total     | 117.268           | 11,088            | \$ 252,049.33                      | \$ 210,616.60                      | \$ 1,818,257.56 | \$ 207,111.08                      | \$ 333,957.30                      | \$ 4,257,378.99                  | \$ 1,009,822.86  | \$ 51,645.70  | \$ 5,318,847.55  | \$ 1,187,901.37 | \$ 6,506,748.92  |   |                                   |
| De Soto      | Primary   | 80.005            | 2,984             | \$ 42,637.96                       | \$ 54,875.04                       | \$ 1,149,841.87 | \$ 343,882.40                      | \$ 143,699.91                      | \$ 2,894,186.87                  | \$ 555,680.59    | \$ 191,422.14 | \$ 3,641,289.60  | \$ 1,048,367.36 | \$ 4,689,656.96  |   |                                   |
|              | Secondary | 30.131            | 474               | 11,232.21                          | 9,877.17                           | 34,752.59       | 108,111.46                         | 174,186.00                         | 808,076.91                       | 172,490.40       |               | 1,070,567.31     |                 | 1,070,567.31     |   |                                   |
|              | Total     | 110.136           | 3,458             | \$ 53,870.17                       | \$ 64,752.21                       | \$ 1,184,594.46 | \$ 451,993.86                      | \$ 317,885.91                      | \$ 3,702,263.78                  | \$ 728,170.99    | \$ 191,422.14 | \$ 4,711,856.91  | \$ 1,048,367.36 | \$ 5,760,224.27  |   |                                   |
| Glades       | Primary   | 95.034            | 5,206             | \$ 111,949.09                      | \$ 106,438.16                      | \$ 1,976,015.36 | \$ 532,702.03                      | \$ 745,540.14                      | \$ 4,713,039.21                  | \$ 1,136,609.67  | \$ 7,500.00   | \$ 5,857,148.88  | \$ 716,762.95   | \$ 6,573,911.83  |   |                                   |
|              | Secondary | 26.006            | 330               | 6,882.13                           | 6,173.54                           | 26,154.13       | 135,743.07                         | 7,151.71                           | 676,791.73                       | 83,477.75        |               | 760,269.48       |                 | 760,269.48       |   |                                   |
|              | Total     | 121.040           | 5,536             | \$ 118,831.22                      | \$ 112,611.70                      | \$ 2,012,169.49 | \$ 668,445.10                      | \$ 752,700.85                      | \$ 5,389,830.94                  | \$ 1,220,087.42  | \$ 7,500.00   | \$ 6,617,418.36  | \$ 716,762.95   | \$ 7,334,181.31  |   |                                   |
| Hartree      | Primary   | 86.447            | 2,814             | \$ 44,334.17                       | \$ 41,711.16                       | \$ 880,186.14   | \$ 320,077.52                      | \$ 372,264.86                      | \$ 3,257,836.26                  | \$ 189,589.61    |               | \$ 3,447,425.87  | \$ 980,749.26   | \$ 4,428,175.13  |   |                                   |
|              | Secondary | 55.400            | 1,906             | 15,304.26                          | 16,962.24                          | 119,113.25      | 234,643.19                         | 312,748.46                         | 639,830.34                       | 91,527.52        |               | 1,031,357.86     |                 | 1,031,357.86     |   |                                   |
|              | Total     | 141.846           | 4,720             | \$ 59,638.43                       | \$ 58,703.40                       | \$ 999,299.39   | \$ 554,720.71                      | \$ 685,013.32                      | \$ 4,197,666.60                  | \$ 281,117.13    |               | \$ 4,478,783.73  | \$ 980,749.26   | \$ 5,459,532.99  |   |                                   |
| Hendry       | Primary   | 82.649            | 3,259             | \$ 52,977.47                       | \$ 121,377.26                      | \$ 1,399,225.35 | \$ 49,160.62                       | \$ 544,575.74                      | \$ 4,065,584.82                  | \$ 213,668.52    | \$ 4,471.33   | \$ 4,283,724.67  | \$ 764,556.08   | \$ 5,048,280.75  |   |                                   |
|              | Secondary | 80.059            | 485               | 39,345.73                          | 32,782.13                          | 131,832.92      | 179,334.53                         | 492,568.84                         | 1,757,645.99                     | 313,477.47       |               | 2,071,123.46     |                 | 2,071,123.46     |   |                                   |
|              | Total     | 162.708           | 3,744             | \$ 92,323.20                       | \$ 154,159.39                      | \$ 1,531,058.27 | \$ 228,504.15                      | \$ 1,037,144.58                    | \$ 5,823,230.81                  | \$ 527,145.99    | \$ 4,471.33   | \$ 6,354,848.13  | \$ 764,556.08   | \$ 7,119,404.21  |   |                                   |
| Hernando     | Primary   | 128.702           | 1,569             | \$ 124,722.74                      | \$ 129,580.80                      | \$ 2,097,115.86 | \$ 178,141.92                      | \$ 41,492.11                       | \$ 8,127,563.68                  | \$ 620,006.85    | \$ 89,899.09  | \$ 8,837,469.62  | \$ 527,510.07   | \$ 9,364,979.69  |   |                                   |
|              | Secondary | 47.877            | 76                | 17,345.02                          | 37,976.60                          | 125,238.15      | 122,672.65                         | 16,562.55                          | 765,873.82                       | 65,204.42        |               | 831,178.24       |                 | 831,178.24       |   |                                   |
|              | Total     | 176.579           | 1,645             | \$ 142,067.76                      | \$ 167,557.40                      | \$ 2,222,354.01 | \$ 300,814.57                      | \$ 58,054.66                       | \$ 8,893,437.50                  | \$ 685,211.27    | \$ 89,899.09  | \$ 9,668,647.86  | \$ 527,510.07   | \$ 10,196,157.93 |   |                                   |
| Highlands    | Primary   | 132.690           | 3,306             | \$ 97,739.58                       | \$ 93,651.37                       | \$ 1,869,408.51 | \$ 756,214.69                      | \$ 81,699.24                       | \$ 6,340,527.72                  | \$ 1,769,153.23  |               | \$ 8,109,680.95  | \$ 1,141,143.21 | \$ 9,250,824.16  |   |                                   |
|              | Secondary | 70.119            | 439               | 17,553.33                          | 20,321.00                          | 109,162.88      | 333,885.05                         | 329,539.59                         | 972,948.53                       | 472,480.25       |               | 1,444,528.78     |                 | 1,444,528.78     |   |                                   |
|              | Total     | 202.809           | 3,745             | \$ 115,292.91                      | \$ 113,972.37                      | \$ 1,978,571.39 | \$ 1,090,100.24                    | \$ 408,238.83                      | \$ 7,313,476.25                  | \$ 2,241,633.48  |               | \$ 9,554,209.73  | \$ 1,141,143.21 | \$ 10,695,352.94 |   |                                   |
| Hillsborough | Primary   | 280.940           | 29,332            | \$ 310,693.71                      | \$ 359,201.69                      | \$ 5,219,188.88 | \$ 2,760,116.05                    | \$ 9,327,466.94                    | \$ 25,341,714.05                 | \$ 12,115,685.10 |               | \$ 37,457,399.15 | \$ 6,430,010.92 | \$ 43,887,410.07 |   |                                   |
|              | Secondary | 95.187            | 2,887             | 27,379.71                          | 30,239.38                          | 140,053.24      | 599,130.13                         | 1,629,396.80                       | 4,245,130.15                     | 909,338.99       |               | 5,154,469.05     |                 | 5,154,469.05     |   |                                   |
|              | Total     | 376.127           | 32,219            | \$ 338,073.42                      | \$ 389,441.07                      | \$ 5,359,242.12 | \$ 3,359,246.18                    | \$ 10,947,863.74                   | \$ 29,586,844.20                 | \$ 13,025,024.09 |               | \$ 42,611,868.20 | \$ 6,430,010.92 | \$ 49,041,879.12 |   |                                   |
| Lee          | Primary   | 120.914           | 8,157             | \$ 154,955.44                      | \$ 105,437.39                      | \$ 2,428,547.68 | \$ 817,131.43                      | \$ 286,791.30                      | \$ 5,627,482.57                  | \$ 1,112,163.56  | \$ 200.00     | \$ 6,739,646.13  | \$ 2,591,418.77 | \$ 9,331,064.90  |   |                                   |
|              | Secondary | 62.937            | 2,903             | 46,739.60                          | 57,905.87                          | 373,822.72      | 201,964.17                         | 821,956.09                         | 2,049,539.06                     | 367,971.65       |               | 2,417,510.71     |                 | 2,417,510.71     |   |                                   |
|              | Total     | 183.851           | 11,060            | \$ 201,695.04                      | \$ 253,343.26                      | \$ 2,802,370.40 | \$ 1,019,095.60                    | \$ 1,108,747.39                    | \$ 7,677,021.63                  | \$ 1,480,135.21  | \$ 200.00     | \$ 9,157,356.84  | \$ 2,591,418.77 | \$ 11,748,775.61 |   |                                   |

**STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES  
AS OF JUNE 30, 1958  
FIRST DISTRICT (Continued)**

| COUNTY   | SYSTEM    | MAINTAINED LENGTH |         | MAINTENANCE COST |                 |                 | CONSTRUCTION COST                  |                                    |                  |                                    |                                    |                                  |                 |                  | VALUE OF CONSTRUCTION BY OTHER AGENCIES | TOTAL BY STATE AND OTHER AGENCIES |
|----------|-----------|-------------------|---------|------------------|-----------------|-----------------|------------------------------------|------------------------------------|------------------|------------------------------------|------------------------------------|----------------------------------|-----------------|------------------|---|-----------------------------------|
|          |           |                   |         |                  |                 |                 | STATE EXPENDITURES                 |                                    |                  |                                    |                                    |                                  |                 |                  |   |                                   |
|          |           |                   |         |                  |                 |                 | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE    | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE BY SOURCE OF FUNDS |                 |                  |   |                                   |
|          |           | State             | Federal | County           | Total           |                 |                                    |                                    |                  |                                    |                                    |                                  |                 |                  |   |                                   |
| Manatee  | Primary   | 177,520           | 18,336  | \$ 114,109.85    | \$ 236,512.39   | \$ 2,123,459.89 | \$ 5,552,352.10                    | \$ 4,776,989.50                    | \$10,541,444.36  | \$ 2,306,454.05                    | \$                                 | \$12,847,898.41                  | \$ 3,780,663.42 | \$16,628,561.83  |   |                                   |
|          | Secondary | 13,183            | 481     | \$ 8,780.13      | \$ 9,204.87     | \$ 64,228.24    | \$ 329,967.15                      | \$ 442,041.06                      | \$ 1,252,690.45  | \$ 120,302.65                      | \$                                 | \$ 1,372,993.10                  | \$              | \$ 1,372,993.10  |   |                                   |
|          | Total     | 190,703           | 18,820  | \$ 122,889.98    | \$ 245,717.26   | \$ 2,187,688.23 | \$ 5,882,319.25                    | \$ 5,219,030.56                    | \$11,794,044.81  | \$ 2,426,756.70                    | \$                                 | \$14,220,801.51                  | \$ 3,780,663.42 | \$18,001,464.93  |   |                                   |
| Pasco    | Primary   | 158,274           | 3,244   | \$ 130,986.46    | \$ 153,112.15   | \$ 1,927,814.08 | \$ 516,438.06                      | \$ 820,973.36                      | \$ 6,365,782.78  | \$ 1,903,705.48                    | \$                                 | \$ 8,269,488.26                  | \$ 2,190,385.08 | \$10,459,873.34  |   |                                   |
|          | Secondary | 105,805           | 658     | \$ 47,235.98     | \$ 52,500.99    | \$ 283,171.07   | \$ 473,796.38                      | \$ 76,880.51                       | \$ 2,058,260.18  | \$ 189,183.43                      | \$                                 | \$ 2,247,443.61                  | \$ 175,917.99   | \$ 2,423,361.60  |   |                                   |
|          | Total     | 263,869           | 3,902   | \$ 178,222.44    | \$ 205,613.14   | \$ 2,210,985.15 | \$ 990,224.44                      | \$ 897,853.87                      | \$ 8,424,042.96  | \$ 2,092,888.91                    | \$                                 | \$10,516,931.87                  | \$ 2,366,303.07 | \$12,883,234.94  |   |                                   |
| Pinellas | Primary   | 181,480           | 38,522  | \$ 449,897.41    | \$ 558,749.46   | \$ 3,750,904.61 | \$ 5,620,460.56                    | \$ 3,104,470.54                    | \$19,265,294.85  | \$ 4,954,036.17                    | \$                                 | \$24,219,331.02                  | \$ 7,588,162.98 | \$31,807,494.00  |   |                                   |
|          | Secondary | 37,404            | 380     | \$ 25,038.98     | \$ 23,383.27    | \$ 172,469.21   | \$ 3,377,936.86                    | \$ 2,990,092.19                    | \$ 6,633,762.57  | \$ 163,416.16                      | \$                                 | \$ 6,797,178.73                  | \$              | \$ 6,797,178.73  |   |                                   |
|          | Total     | 220,984           | 38,911  | \$ 474,936.39    | \$ 582,132.73   | \$ 3,923,433.82 | \$ 8,998,397.42                    | \$ 6,094,562.73                    | \$25,899,057.42  | \$ 5,117,452.33                    | \$                                 | \$31,016,509.75                  | \$ 7,588,162.98 | \$38,604,672.73  |   |                                   |
| Polk     | Primary   | 410,377           | 9,306   | \$ 298,597.27    | \$ 366,276.53   | \$ 4,145,681.22 | \$ 3,211,019.61                    | \$ 1,764,172.43                    | \$21,106,113.70  | \$ 6,497,501.90                    | \$ 10,583.63                       | \$27,614,199.23                  | \$ 7,009,367.05 | \$34,623,566.28  |   |                                   |
|          | Secondary | 114,486           | 1,829   | \$ 35,953.70     | \$ 43,833.30    | \$ 164,473.18   | \$ 422,939.40                      | \$ 1,154,146.44                    | \$ 3,911,375.34  | \$ 935,201.76                      | \$                                 | \$ 4,846,577.10                  | \$              | \$ 4,846,577.10  |   |                                   |
|          | Total     | 524,863           | 11,225  | \$ 334,550.97    | \$ 410,169.83   | \$ 4,310,154.40 | \$ 3,633,959.10                    | \$ 2,918,318.87                    | \$25,017,489.04  | \$ 7,432,703.66                    | \$ 10,583.63                       | \$32,460,776.33                  | \$ 7,009,367.05 | \$39,470,143.38  |   |                                   |
| Sarasota | Primary   | 134,977           | 10,518  | \$ 136,031.87    | \$ 175,813.42   | \$ 2,199,788.48 | \$ 882,631.62                      | \$ 2,528,626.39                    | \$ 7,429,570.03  | \$ 1,378,688.59                    | \$ 100,000.00                      | \$ 8,908,258.62                  | \$ 4,282,940.73 | \$13,191,199.35  |   |                                   |
|          | Secondary | 12,751            | 172     | \$ 8,661.30      | \$ 13,050.96    | \$ 35,820.05    | \$ 27,099.08                       | \$ 219,630.64                      | \$ 449,755.10    | \$ 69,050.00                       | \$                                 | \$ 518,805.10                    | \$              | \$ 518,805.10    |   |                                   |
|          | Total     | 147,728           | 10,690  | \$ 144,693.17    | \$ 188,864.38   | \$ 2,235,608.53 | \$ 909,730.70                      | \$ 2,748,257.03                    | \$ 7,879,325.13  | \$ 1,447,738.59                    | \$ 100,000.00                      | \$ 9,427,063.72                  | \$ 4,282,940.73 | \$13,710,004.45  |   |                                   |
| District | Primary   | 2,157,416         | 145,946 | \$ 2,347,762.78  | \$ 2,788,575.95 | \$32,947,290.86 | \$21,015,884.48                    | \$4,837,637.95                     | \$128,765,313.99 | \$35,515,642.59                    | \$ 455,721.80                      | \$164,736,678.47                 | \$40,239,939.25 | \$204,976,617.72 |   |                                   |
|          | Secondary | 785,905           | 13,517  | \$ 312,751.65    | \$ 369,067.79   | \$ 1,838,499.36 | \$ 6,620,198.06                    | \$ 8,598,595.05                    | \$ 27,178,896.07 | \$ 4,200,345.95                    | \$                                 | \$ 31,379,242.02                 | \$ 175,917.99   | \$ 31,555,160.01 |   |                                   |
|          | Total     | 2,943,321         | 159,463 | \$ 2,660,514.43  | \$ 3,157,643.74 | \$34,785,790.22 | \$27,636,082.54                    | \$33,436,233.00                    | \$155,944,210.06 | \$39,715,988.54                    | \$ 455,721.80                      | \$196,115,920.49                 | \$40,415,857.24 | \$236,531,777.73 |   |                                   |

**SECOND DISTRICT**

|         |           |         |       |               |               |                 |                 |                 |                 |                 |               |                 |                 |                 |  |  |
|---------|-----------|---------|-------|---------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------|-----------------|-----------------|-----------------|--|--|
| Alachua | Primary   | 282,604 | 4,322 | \$ 269,346.55 | \$ 233,153.51 | \$ 3,288,573.68 | \$ 1,899,466.05 | \$ 1,433,929.08 | \$12,070,528.31 | \$ 2,979,698.80 | \$ 885,098.83 | \$15,935,325.94 | \$ 2,343,344.55 | \$18,278,670.49 |  |  |
|         | Secondary | 79,231  | 80    | \$ 21,596.35  | \$ 97,432.03  | \$ 179,899.12   | \$ 309,546.12   | \$ 533,762.31   | \$ 2,525,391.88 | \$ 101,072.49   | \$            | \$ 2,626,464.37 | \$              | \$ 2,626,464.37 |  |  |
|         | Total     | 361,835 | 4,411 | \$ 290,942.90 | \$ 330,585.54 | \$ 3,458,472.80 | \$ 2,209,012.17 | \$ 1,967,691.39 | \$14,595,920.19 | \$ 3,080,771.29 | \$ 885,098.83 | \$18,561,790.31 | \$ 2,343,344.55 | \$20,905,134.86 |  |  |
| Baker   | Primary   | 77,035  | 2,161 | \$ 56,315.04  | \$ 58,942.71  | \$ 956,988.51   | \$              | \$ 115,992.96   | \$ 3,619,801.73 | \$ 952,588.97   | \$ 55,119.08  | \$ 4,627,509.78 | \$ 42,605.37    | \$ 4,670,115.15 |  |  |
|         | Secondary | 58,963  | 1,134 | \$ 26,482.00  | \$ 17,333.85  | \$ 102,223.86   | \$ 94,693.16    | \$ 191,811.74   | \$ 1,306,069.64 | \$ 329,911.37   | \$            | \$ 1,636,581.01 | \$              | \$ 1,636,581.01 |  |  |
|         | Total     | 135,998 | 3,295 | \$ 82,827.04  | \$ 76,276.56  | \$ 1,059,212.37 | \$ 94,693.16    | \$ 307,804.70   | \$ 4,925,871.37 | \$ 1,282,500.34 | \$ 55,119.08  | \$ 6,264,090.79 | \$ 42,605.37    | \$ 6,306,696.16 |  |  |

**STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES  
AS OF JUNE 30, 1958  
SECOND DISTRICT (Continued)**

| COUNTY    | SYSTEM    | MAINTAINED LENGTH |                   | MAINTENANCE COST                   |                                    |                  | CONSTRUCTION COST                  |                                    |                                  |                  |               |                  |                 |                  | VALUE OF CONSTRUCTION BY OTHER AGENCIES | TOTAL BY STATE AND OTHER AGENCIES |
|-----------|-----------|-------------------|-------------------|------------------------------------|------------------------------------|------------------|------------------------------------|------------------------------------|----------------------------------|------------------|---------------|------------------|-----------------|------------------|---|-----------------------------------|
|           |           |                   |                   |                                    |                                    |                  | STATE EXPENDITURES                 |                                    |                                  |                  |               |                  |                 |                  |   |                                   |
|           |           | Total Miles       | Bridge Feet, Inc. | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE    | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE BY SOURCE OF FUNDS |                  |               |                  |                 |                  |   |                                   |
|           |           |                   |                   |                                    |                                    |                  |                                    |                                    | State                            | Federal          | County        | Total            |                 |                  |   |                                   |
| Bradford  | Primary   | 102.284           | 2,101             | \$ 73,957.96                       | \$ 108,181.61                      | \$ 1,148,557.59  | \$ 18,255.41                       | \$ 445,772.31                      | \$ 3,843,116.57                  | \$ 660,462.87    | \$ 125,000.00 | \$ 4,628,579.44  | \$ 684,556.49   | \$ 5,313,135.93  |   |                                   |
|           | Secondary | 62.640            | 420               | 13,431.00                          | 15,187.84                          | 80,409.25        | 102,506.25                         | 117,894.50                         | 1,120,707.71                     | 88,203.44        |               | 1,206,911.15     |                 | 1,206,911.15     |   |                                   |
|           | Total     | 164.930           | 2,521             | \$ 87,388.96                       | \$ 123,369.45                      | \$ 1,228,966.84  | \$ 120,791.66                      | \$ 563,666.81                      | \$ 4,963,824.28                  | \$ 748,666.31    | \$ 125,000.00 | \$ 5,835,490.59  | \$ 684,556.49   | \$ 6,520,047.08  |   |                                   |
| Clay      | Primary   | 137.472           | 6,163             | \$ 150,254.34                      | \$ 169,803.07                      | \$ 2,322,571.61  | \$ 629,090.73                      | \$ 351,195.10                      | \$ 5,728,337.75                  | \$ 1,546,891.03  | \$ 100,000.00 | \$ 7,375,228.78  | \$ 841,160.35   | \$ 8,216,389.13  |   |                                   |
|           | Secondary | 36.601            | 288               | 7,334.67                           | 7,271.25                           | 50,804.99        | 79,595.78                          | 305,530.10                         | 1,065,547.50                     | 80,194.93        |               | 1,145,742.43     |                 | 1,145,742.43     |   |                                   |
|           | Total     | 174.073           | 6,451             | \$ 157,589.01                      | \$ 177,074.32                      | \$ 2,373,376.60  | \$ 708,686.51                      | \$ 659,725.20                      | \$ 6,793,885.25                  | \$ 1,627,085.96  | \$ 100,000.00 | \$ 8,520,971.21  | \$ 841,160.35   | \$ 9,362,131.56  |   |                                   |
| Columbia  | Primary   | 162.832           | 3,522             | \$ 161,367.42                      | \$ 153,717.85                      | \$ 1,877,121.88  | \$ 313,025.92                      | \$ 678,035.48                      | \$ 6,107,960.48                  | \$ 1,501,186.34  | \$ 749,598.65 | \$ 8,358,754.47  | \$ 221,631.70   | \$ 8,580,386.17  |   |                                   |
|           | Secondary | 64.612            | 623               | 14,885.69                          | 15,349.30                          | 100,633.66       | 273,302.83                         | 248,939.18                         | 1,359,089.60                     | 108,153.40       |               | 1,467,243.00     |                 | 1,467,243.00     |   |                                   |
|           | Total     | 227.441           | 4,145             | \$ 176,253.11                      | \$ 169,067.15                      | \$ 1,977,755.54  | \$ 586,328.75                      | \$ 926,974.66                      | \$ 7,467,059.08                  | \$ 1,609,339.74  | \$ 749,598.65 | \$ 9,825,997.47  | \$ 221,631.70   | \$ 10,047,629.17 |   |                                   |
| Dixie     | Primary   | 82.550            | 2,754             | \$ 89,306.95                       | \$ 42,262.58                       | \$ 967,641.60    | \$ 8,204.74                        | \$ 183,039.69                      | \$ 3,604,286.79                  | \$ 1,033,192.65  | \$ 76,804.47  | \$ 4,714,283.91  | \$ 161,023.53   | \$ 4,875,307.44  |   |                                   |
|           | Secondary | 48.632            | 1,069             | 13,277.15                          | 13,900.77                          | 97,107.61        | 87,455.53                          | 236,483.83                         | 1,100,779.91                     | 133,164.09       |               | 1,233,944.00     |                 | 1,233,944.00     |   |                                   |
|           | Total     | 131.182           | 3,823             | \$ 82,674.10                       | \$ 56,163.35                       | \$ 1,064,749.21  | \$ 67,660.27                       | \$ 419,543.52                      | \$ 4,705,066.70                  | \$ 1,166,356.74  | \$ 76,804.47  | \$ 5,948,227.91  | \$ 161,023.53   | \$ 6,109,251.44  |   |                                   |
| Duval     | Primary   | 265.052           | 36,544            | \$ 1,107,294.08                    | \$ 1,387,484.89                    | \$ 10,117,786.92 | \$ 5,330,845.27                    | \$ 10,310,961.84                   | \$ 43,255,106.64                 | \$ 11,138,830.70 | \$ 552,156.81 | \$ 54,946,094.15 | \$ 7,271,182.28 | \$ 62,217,276.43 |   |                                   |
|           | Secondary | 18.766            | 264               | 35,459.33                          | 36,235.24                          | 508,218.37       | 3,599,589.55                       | 4,436,947.83                       | 10,997,928.13                    | 162,815.02       |               | 11,160,743.15    |                 | 11,160,743.15    |   |                                   |
|           | Total     | 283.818           | 36,808            | \$ 1,142,753.41                    | \$ 1,423,720.13                    | \$ 10,626,005.29 | \$ 8,930,434.82                    | \$ 14,747,909.67                   | \$ 54,253,034.77                 | \$ 11,301,645.72 | \$ 552,156.81 | \$ 66,106,837.30 | \$ 7,271,182.28 | \$ 73,378,019.58 |   |                                   |
| Gibbst    | Primary   | 73.932            | 839               | \$ 27,682.07                       | \$ 25,625.77                       | \$ 519,596.29    | \$                                 | \$                                 | \$ 1,711,982.81                  | \$ 112,080.60    | \$ 150,286.16 | \$ 1,974,349.57  | \$ 128,194.00   | \$ 2,102,543.57  |   |                                   |
|           | Secondary | 45.761            | 125               | 13,978.35                          | 6,510.25                           | 53,377.11        | 26,330.58                          | 96,276.42                          | 752,954.33                       | 168,429.13       |               | 921,383.46       |                 | 921,383.46       |   |                                   |
|           | Total     | 119.693           | 964               | \$ 41,660.42                       | \$ 32,136.02                       | \$ 572,973.40    | \$ 26,330.58                       | \$ 96,276.42                       | \$ 2,464,937.14                  | \$ 280,509.73    | \$ 150,286.16 | \$ 2,895,733.03  | \$ 128,194.00   | \$ 3,023,927.03  |   |                                   |
| Hamilton  | Primary   | 94.003            | 3,013             | \$ 67,334.23                       | \$ 87,270.25                       | \$ 1,125,060.33  | \$ 497,753.30                      | \$ 63,547.29                       | \$ 3,304,877.29                  | \$ 1,384,620.03  | \$ 164,611.19 | \$ 4,854,108.51  | \$ 139,452.85   | \$ 4,993,561.36  |   |                                   |
|           | Secondary | 35.245            | 163               | 6,524.19                           | 5,202.81                           | 49,798.02        | 129,947.97                         | 192,039.29                         | 660,626.41                       | 171,885.46       |               | 862,511.87       |                 | 862,511.87       |   |                                   |
|           | Total     | 129.248           | 3,176             | \$ 73,858.42                       | \$ 92,473.06                       | \$ 1,174,858.35  | \$ 626,801.27                      | \$ 235,586.58                      | \$ 3,965,503.70                  | \$ 1,556,505.49  | \$ 164,611.19 | \$ 5,716,620.38  | \$ 139,452.85   | \$ 5,856,073.23  |   |                                   |
| Lafayette | Primary   | 72.583            | 3,031             | \$ 50,871.50                       | \$ 88,382.86                       | \$ 808,983.55    | \$                                 | \$ 120,349.11                      | \$ 2,217,628.93                  | \$ 187,922.62    | \$ 257,492.94 | \$ 2,663,044.49  | \$ 114,295.00   | \$ 2,777,339.49  |   |                                   |
|           | Secondary | 55.256            | 98                | 8,556.76                           | 1,401.33                           | 31,423.93        | 305,650.35                         | 301,819.43                         | 1,337,000.71                     | 198,379.63       |               | 1,556,340.34     |                 | 1,556,340.34     |   |                                   |
|           | Total     | 127.839           | 3,129             | \$ 59,428.26                       | \$ 89,784.19                       | \$ 840,407.48    | \$ 306,650.35                      | \$ 427,168.57                      | \$ 3,554,629.64                  | \$ 386,302.25    | \$ 257,492.94 | \$ 4,219,384.83  | \$ 114,295.00   | \$ 4,333,679.83  |   |                                   |
| Levy      | Primary   | 234.276           | 4,150             | \$ 106,082.05                      | \$ 143,660.85                      | \$ 2,143,515.39  | \$ 58,603.52                       | \$ 7,875.82                        | \$ 5,916,223.92                  | \$ 1,373,728.73  | \$ 800,871.49 | \$ 8,030,824.14  | \$ 1,386,002.26 | \$ 9,417,226.40  |   |                                   |
|           | Secondary | 91.965            | 403               | 50,042.81                          | 83,752.83                          | 247,376.03       | 1,047,900.07                       | 803,081.49                         | 2,195,823.17                     | 355,151.22       |               | 2,550,974.39     |                 | 2,550,974.39     |   |                                   |
|           | Total     | 326.241           | 4,553             | \$ 156,124.86                      | \$ 227,413.68                      | \$ 2,390,891.42  | \$ 1,146,501.10                    | \$ 810,957.31                      | \$ 8,112,047.09                  | \$ 1,728,879.95  | \$ 800,871.49 | \$ 10,641,798.53 | \$ 1,386,002.26 | \$ 12,028,799.79 |   |                                   |

**STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES  
AS OF JUNE 30, 1958  
SECOND DISTRICT (Continued)**

| COUNTY                       | SYSTEM                            | MAINTAINED LENGTH                     |                               | MAINTENANCE COST                                     |  |  | CONSTRUCTION COST  |  |   |  |  |   |  |   | VALUE OF CONSTRUCTION BY OTHER AGENCIES | TOTAL BY STATE AND OTHER AGENCIES |
|------------------------------|-----------------------------------|---------------------------------------|-------------------------------|--|--|--|--|--|---|--|--|---|--|---|---|-----------------------------------|
|                              |                                   |                                       |                               |  |  |  | STATE EXPENDITURES                                       |  |   |  |  |   |  |   |   |                                   |
|                              |                                   | Total Miles                           | Bridge Feet, Inc.             | July 1, 1956 through June 30, 1957                   | July 1, 1957 through June 30, 1958                   | TOTAL TO DATE  | July 1, 1956 through June 30, 1957                       | July 1, 1957 through June 30, 1958                       | TOTAL TO DATE BY SOURCE OF FUNDS                            |  |  |   |  |   |   |                                   |
|                              |                                   |                                       |                               |  |  |  |  |  | State   | Federal  | County                                     | Total   |  |   |   |                                   |
| Madison                      | Primary<br>Secondary<br><br>Total | 125.347<br>79.003<br><br>204.350      | 3,357<br>393<br><br>3,750     | \$ 92,352.11<br>29,691.47<br><br>\$ 122,043.58       | \$ 105,172.81<br>17,402.79<br><br>\$ 122,575.60      | \$ 1,710,318.53<br>158,376.86<br><br>\$ 1,868,695.39     | \$ 352,665.27<br>270,103.42<br><br>\$ 622,770.69         | \$ 923,087.72<br>213,855.39<br><br>\$ 1,136,943.11       | \$ 4,621,019.00<br>1,584,300.06<br><br>\$ 6,203,319.06      | \$ 1,188,337.29<br>171,508.95<br><br>\$ 1,359,846.24     | \$ 392,196.81<br><br><br>\$ 392,196.81     | \$ 6,201,553.10<br>1,755,809.01<br><br>\$ 7,957,362.11      | \$ 422,410.49<br><br><br>\$ 422,410.49       | \$ 6,623,963.59<br>1,755,809.01<br><br>\$ 8,379,772.60      |   |                                   |
| Nassau                       | Primary<br>Secondary<br><br>Total | 105.785<br>97.822<br><br>203.607      | 8,038<br>1,013<br><br>9,051   | \$ 177,089.41<br>14,058.51<br><br>\$ 191,147.92      | \$ 261,146.62<br>22,937.02<br><br>\$ 284,083.64      | \$ 2,715,909.15<br>60,734.41<br><br>\$ 2,776,643.56      | \$ 1,367,236.52<br>693,298.48<br><br>\$ 2,060,595.00     | \$ 307,035.35<br>1,311,653.93<br><br>\$ 1,618,689.28     | \$ 8,284,641.38<br>1,021,918.68<br><br>\$ 9,306,560.06      | \$ 2,843,015.91<br>64,636.51<br><br>\$ 2,907,652.42      | <br><br><br>\$ 2,907,652.42                | \$ 11,127,657.29<br>1,086,555.19<br><br>\$ 12,214,212.48    | \$ 775,651.55<br><br><br>\$ 775,651.55       | \$ 11,903,308.84<br>1,086,555.19<br><br>\$ 12,989,864.03    |   |                                   |
| Suwannee                     | Primary<br>Secondary<br><br>Total | 123.578<br>67.019<br><br>190.597      | 862<br>844<br><br>1,706       | \$ 85,511.75<br>18,173.06<br><br>\$ 103,684.81       | \$ 124,345.59<br>10,801.67<br><br>\$ 135,147.26      | \$ 1,326,764.07<br>101,908.52<br><br>\$ 1,428,672.59     | \$ 339,032.93<br>42,876.87<br><br>\$ 381,969.80          | \$ 550,664.48<br>154,856.79<br><br>\$ 705,521.27         | \$ 3,418,176.06<br>1,484,429.71<br><br>\$ 4,902,605.77      | \$ 523,904.94<br>105,979.09<br><br>\$ 629,884.03         | \$ 767,437.51<br><br><br>\$ 767,437.51     | \$ 4,709,518.51<br>1,590,408.80<br><br>\$ 6,299,927.31      | \$ 214,812.09<br><br><br>\$ 214,812.09       | \$ 4,924,330.60<br>1,590,408.80<br><br>\$ 6,514,739.40      |   |                                   |
| Taylor                       | Primary<br>Secondary<br><br>Total | 136.164<br>75.339<br><br>211.503      | 4,780<br>1,008<br><br>5,788   | \$ 138,278.91<br>12,463.17<br><br>\$ 150,742.08      | \$ 197,271.64<br>28,847.17<br><br>\$ 226,118.81      | \$ 1,437,763.86<br>85,502.29<br><br>\$ 1,523,266.06      | \$ 635,266.56<br>329,412.93<br><br>\$ 955,679.49         | \$ 581,197.54<br>469,269.72<br><br>\$ 1,050,467.26       | \$ 6,228,762.46<br>2,194,317.73<br><br>\$ 8,423,080.19      | \$ 1,564,292.99<br>275,350.63<br><br>\$ 1,839,643.62     | \$ 99,386.28<br><br><br>\$ 99,386.28       | \$ 7,892,441.73<br>2,469,668.36<br><br>\$ 10,362,110.09     | \$ 1,013,855.48<br><br><br>\$ 1,013,855.48   | \$ 8,906,297.21<br>2,469,668.36<br><br>\$ 11,375,965.57     |   |                                   |
| Union                        | Primary<br>Secondary<br><br>Total | 64.598<br>75.351<br><br>139.949       | 2,597<br>1,046<br><br>3,643   | \$ 54,019.50<br>3,915.84<br><br>\$ 57,935.34         | \$ 70,753.81<br>2,715.65<br><br>\$ 73,469.46         | \$ 900,110.62<br>57,015.60<br><br>\$ 957,126.22          | \$ 141,542.83<br>289,134.29<br><br>\$ 430,677.12         | \$ 3,392.83<br>206,920.36<br><br>\$ 210,313.19           | \$ 1,172,119.01<br>1,114,962.60<br><br>\$ 2,287,081.61      | \$ 334,621.41<br>81,452.94<br><br>\$ 416,074.35          | \$ 171,000.00<br><br><br>\$ 171,000.00     | \$ 1,677,740.42<br>1,196,415.84<br><br>\$ 2,874,156.26      | \$ 559,336.14<br><br><br>\$ 559,336.14       | \$ 2,237,076.56<br>1,196,415.84<br><br>\$ 3,433,492.40      |   |                                   |
| District<br>Two-Way<br>Radio | Primary<br>Secondary<br><br>Total |                                       |                               |  |  |  | \$ 26,926.64   | \$ 21,752.60   | \$ 7,397.29   | \$   | \$   | \$ 7,397.29   | \$   | \$ 7,397.29   |   |                                   |
| District                     | Primary<br>Secondary<br><br>Total | 2,140.095<br>992.262<br><br>3,132.357 | 88,255<br>8,980<br><br>97,235 | \$ 2,737,183.87<br>299,720.35<br><br>\$ 3,036,904.22 | \$ 3,257,176.42<br>385,291.80<br><br>\$ 3,642,468.22 | \$ 33,367,263.58<br>2,046,719.54<br><br>\$ 35,413,983.12 | \$ 11,678,064.69<br>7,684,446.78<br><br>\$ 19,362,511.47 | \$ 16,053,435.03<br>9,828,782.31<br><br>\$ 25,882,217.34 | \$ 115,111,975.42<br>31,873,408.07<br><br>\$ 146,985,383.49 | \$ 29,325,375.88<br>2,594,288.30<br><br>\$ 31,919,664.18 | \$ 5,347,060.22<br><br><br>\$ 5,347,060.22 | \$ 149,784,411.52<br>34,467,696.37<br><br>\$ 184,252,107.89 | \$ 16,320,414.13<br><br><br>\$ 16,320,414.13 | \$ 166,104,825.65<br>34,467,696.37<br><br>\$ 200,572,522.02 |   |                                   |

**THIRD DISTRICT**

|     |           |         |        |               |               |                 |               |                 |                  |                 |                 |                  |               |                  |  |  |
|-----|-----------|---------|--------|---------------|---------------|-----------------|---------------|-----------------|------------------|-----------------|-----------------|------------------|---------------|------------------|--|--|
| Bay | Primary   | 196.401 | 16,586 | \$ 233,647.69 | \$ 428,159.20 | \$ 4,421,953.20 | \$ 468,182.96 | \$ 2,631,858.44 | \$ 13,103,814.69 | \$ 2,059,828.04 | \$ 2,008,578.20 | \$ 17,172,220.93 | \$ 947,876.72 | \$ 18,120,097.65 |  |  |
|     | Secondary | 62.359  | 970    | 27,586.61     | 20,789.77     | 135,688.31      | 291,130.85    | 899,412.77      | 2,995,481.96     | 238,524.40      |                 | 3,234,006.36     |               | 3,234,006.36     |  |  |
|     | Total     | 258.760 | 17,556 | \$ 261,234.30 | \$ 448,948.97 | \$ 4,557,641.51 | \$ 759,313.81 | \$ 3,531,271.21 | \$ 16,099,296.65 | \$ 2,298,352.44 | \$ 2,008,578.20 | \$ 20,406,227.29 | \$ 947,876.72 | \$ 21,354,104.01 |  |  |

**STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES  
AS OF JUNE 30, 1958  
THIRD DISTRICT (Continued)**

| COUNTY    | SYSTEM    | MAINTAINED LENGTH |                   | MAINTENANCE COST                   |                                    |                 | CONSTRUCTION COST                  |                                    |                                  |                 |                 |                 |                 |                 | VALUE OF CONSTRUCTION BY OTHER AGENCIES | TOTAL BY STATE AND OTHER AGENCIES |
|-----------|-----------|-------------------|-------------------|------------------------------------|------------------------------------|-----------------|------------------------------------|------------------------------------|----------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|---|-----------------------------------|
|           |           |                   |                   |                                    |                                    |                 | STATE EXPENDITURES                 |                                    |                                  |                 |                 |                 |                 |                 |   |                                   |
|           |           | Total Miles       | Bridge Feet, Inc. | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE   | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE BY SOURCE OF FUNDS |                 |                 |                 |                 |                 |   |                                   |
|           |           |                   |                   |                                    |                                    |                 |                                    |                                    | State                            | Federal         | County          | Total           |                 |                 |   |                                   |
| Calhoun   | Primary   | 113 953           | 12,348            | \$ 97,318 71                       | \$ 105,482 82                      | \$ 1,479,049.10 | \$ 36,290 75                       | \$ 229,857 04                      | \$ 4,132,491 12                  | \$ 506,397 97   | \$ 1,018 40     | \$ 4,639,907 49 | \$ 723,853 58   | \$ 5,363,761 07 |   |                                   |
|           | Secondary | 33 163            | 627               | 15,095 06                          | 10,056 29                          | 75,917 47       | 181,678 57                         | 168,811 30                         | 868,923 71                       | 270,469 21      |                 | 1,139,392 92    |                 | 1,139,392 92    |   |                                   |
|           | Total     | 147 116           | 12,975            | \$ 122,413 80                      | \$ 115,539 11                      | \$ 1,554,966 57 | \$ 217,969 32                      | \$ 398,668 34                      | \$ 5,001,414 83                  | \$ 776,867 18   | \$ 1,018 40     | \$ 5,779,300 41 | \$ 723,853 58   | \$ 6,503,153 99 |   |                                   |
| Escambia  | Primary   | 180 955           | 30,613            | \$ 302,995 80                      | \$ 388,950 75                      | \$ 3,815,287 94 | \$ 1,304,193 42                    | \$ 1,262,269 41                    | \$12,056,417 45                  | \$ 4,437,920 85 | \$ 510,238 58   | \$17,004,576 88 | \$ 2,089,379 01 | \$19,093,955 89 |   |                                   |
|           | Secondary | 121 641           | 6,102             | 134,757 92                         | 134,108 46                         | 552,066 91      | 696,292 42                         | 684,118 91                         | 3,622,534 41                     | 265,068 84      |                 | 3,987,603 25    |                 | 3,987,603 25    |   |                                   |
|           | Total     | 302 596           | 36,715            | \$ 437,753 72                      | \$ 523,059 21                      | \$ 4,367,354 85 | \$ 2,000,485 84                    | \$ 1,946,388 32                    | \$15,678,951 86                  | \$ 4,802,989 69 | \$ 510,238 58   | \$20,992,180 13 | \$ 2,089,379 01 | \$23,081,559 14 |   |                                   |
| Franklin  | Primary   | 106 808           | 23,916            | \$ 239,225 33                      | \$ 489,084 61                      | \$ 3,283,516 08 | \$ 268,098 69                      | \$ 236,806 03                      | \$ 5,216,308 12                  | \$ 1,862,676 39 | \$ 156,768 65   | \$ 7,235,843 09 | \$ 109,447 54   | \$ 7,345,290 63 |   |                                   |
|           | Secondary | 42 290            | 137               | 56,414 09                          | 44,969 05                          | 223,575 07      | 309,806 04                         | 24,400 12                          | 1,401,550 14                     | 129,705 00      |                 | 1,521,965 14    |                 | 1,521,965 14    |   |                                   |
|           | Total     | 149 098           | 24,053            | \$ 295,639 42                      | \$ 534,053 66                      | \$ 3,507,091 15 | \$ 577,904 73                      | \$ 261,206 15                      | \$ 6,617,858 26                  | \$ 1,993,381 32 | \$ 156,768 65   | \$ 8,757,838 23 | \$ 109,447 54   | \$ 8,867,285 77 |   |                                   |
| Gadsden   | Primary   | 137 323           | 6,206             | \$ 119,465 87                      | \$ 121,365 27                      | \$ 1,754,770 87 | \$ 251,152 72                      | \$ 476,354 85                      | \$ 4,870,374 67                  | \$ 1,080,669 30 | \$ 253,210 00   | \$ 6,204,253 97 | \$ 81,870 02    | \$ 6,286,123 99 |   |                                   |
|           | Secondary | 102 734           | 1,620             | 31,462 77                          | 47,237 18                          | 146,906 51      | 412,000 05                         | 148,027 64                         | 1,984,058 98                     | 309,360 75      |                 | 2,293,419 73    |                 | 2,293,419 73    |   |                                   |
|           | Total     | 240 057           | 7,826             | \$ 150,928 64                      | \$ 168,602 45                      | \$ 1,901,737 38 | \$ 663,755 77                      | \$ 624,382 49                      | \$ 6,854,433 65                  | \$ 1,390,030 05 | \$ 253,210 00   | \$ 8,497,673 70 | \$ 81,870 02    | \$ 8,579,543 72 |   |                                   |
| Gulf      | Primary   | 96 856            | 2,757             | \$ 187,518 86                      | \$ 158,229 06                      | \$ 2,187,491 82 | \$ 559,417 68                      | \$ 309,075 07                      | \$ 5,955,772 26                  | \$ 750,608 82   |                 | \$ 5,806,381 08 | \$ 157,764 00   | \$ 5,964,145 08 |   |                                   |
|           | Secondary | 34 236            | 81                | 10,050 57                          | 11,420 56                          | 88,741 83       | 135,522 04                         | 174,442 83                         | 1,205,625 98                     | 38,769 82       |                 | 1,244,395 80    |                 | 1,244,395 80    |   |                                   |
|           | Total     | 131 092           | 2,838             | \$ 197,569 43                      | \$ 169,649 62                      | \$ 2,276,233 65 | \$ 694,939 72                      | \$ 483,517 90                      | \$ 7,161,398 24                  | \$ 789,378 64   |                 | \$ 7,050,776 88 | \$ 157,764 00   | \$ 7,208,540 88 |   |                                   |
| Holmes    | Primary   | 130 195           | 7,106             | \$ 149,255 74                      | \$ 112,581 58                      | \$ 2,647,775 90 | \$ 43,088 70                       | \$ 339,217 78                      | \$ 4,229,483 37                  | \$ 549,574 27   | \$ 217,446 89   | \$ 5,291,504 53 | \$ 54,062 53    | \$ 5,345,567 06 |   |                                   |
|           | Secondary | 58 699            | 537               | 10,585 48                          | 15,171 82                          | 74,151 54       | 31,064 33                          | 147,864 33                         | 1,153,720 09                     | 236,526 85      |                 | 1,390,256 94    |                 | 1,390,256 94    |   |                                   |
|           | Total     | 188 894           | 7,643             | \$ 159,841 22                      | \$ 127,753 40                      | \$ 2,721,927 44 | \$ 74,153 03                       | \$ 487,082 11                      | \$ 5,383,203 46                  | \$ 1,086,111 12 | \$ 217,446 89   | \$ 6,681,761 47 | \$ 54,062 53    | \$ 6,735,824 00 |   |                                   |
| Jackson   | Primary   | 254 856           | 11,425            | \$ 219,061 67                      | \$ 266,929 69                      | \$ 3,508,322 20 | \$ 611,769 94                      | \$ 652,419 08                      | \$ 7,661,628 48                  | \$ 2,135,177 39 | \$ 64,337 28    | \$10,161,143 15 | \$ 591,851 10   | \$10,752,994 25 |   |                                   |
|           | Secondary | 83 817            | 304               | 31,801 07                          | 34,153 80                          | 123,017 72      | 616,949 21                         | 189,865 33                         | 2,065,640 04                     | 362,423 25      |                 | 2,458,063 29    |                 | 2,458,063 29    |   |                                   |
|           | Total     | 338 673           | 11,729            | \$ 250,862 74                      | \$ 301,083 49                      | \$ 3,631,339 92 | \$ 1,228,719 15                    | \$ 842,284 41                      | \$10,027,268 52                  | \$ 2,527,600 64 | \$ 64,337 28    | \$12,619,306 44 | \$ 591,851 10   | \$13,211,057 54 |   |                                   |
| Jefferson | Primary   | 124 348           | 3,219             | \$ 81,888 60                       | \$ 117,754 73                      | \$ 1,512,562 93 | \$ 802,882 57                      | \$ 844,801 58                      | \$ 5,675,510 07                  | \$ 1,704,718 45 | \$ 5,833 72     | \$ 7,924,062 24 | \$ 271,862 42   | \$ 8,195,954 66 |   |                                   |
|           | Secondary | 48 446            | 932               | 16,391 40                          | 19,444 27                          | 83,141 69       | 129,384 13                         | 155,440 41                         | 841,483 74                       | 392,898 98      |                 | 1,234,382 72    |                 | 1,234,382 72    |   |                                   |
|           | Total     | 172 794           | 4,151             | \$ 98,280 00                       | \$ 137,199 00                      | \$ 1,595,704 62 | \$ 932,266 70                      | \$ 970,242 39                      | \$ 6,516,993 81                  | \$ 2,097,617 43 | \$ 523,833 72   | \$ 9,158,444 96 | \$ 271,862 42   | \$ 9,430,337 38 |   |                                   |
| Leon      | Primary   | 148 156           | 3,406             | \$ 196,006 79                      | \$ 242,106 47                      | \$ 2,614,301 36 | \$ 1,107,209 13                    | \$ 901,157 99                      | \$ 8,620,228 77                  | \$ 1,551,842 69 | \$ 1,062,783 74 | \$11,234,855 20 | \$ 493,606 79   | \$11,728,461 99 |   |                                   |
|           | Secondary | 86 140            | 547               | 32,978 56                          | 59,388 37                          | 222,815 48      | 316,538 22                         | 180,574 06                         | 1,861,450 28                     | 266,065 52      |                 | 2,127,545 80    |                 | 2,127,545 80    |   |                                   |
|           | Total     | 234 296           | 3,953             | \$ 228,985 35                      | \$ 301,494 84                      | \$ 2,837,116 84 | \$ 1,287,784 09                    | \$ 1,217,216 21                    | \$10,481,679 05                  | \$ 1,817,938 21 | \$ 1,062,783 74 | \$13,362,401 00 | \$ 493,606 79   | \$13,856,007 79 |   |                                   |



**STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES  
AS OF JUNE 30, 1958  
THIRD DISTRICT (Continued)**

| COUNTY                              | SYSTEM    | MAINTAINED LENGTH |                   | MAINTENANCE COST                   |                                    |                  | CONSTRUCTION COST                  |                                    |                   |                  |                 |                   |                 |                   | VALUE OF CONSTRUCTION BY OTHER AGENCIES | TOTAL BY STATE AND OTHER AGENCIES |
|-------------------------------------|-----------|-------------------|-------------------|------------------------------------|------------------------------------|------------------|------------------------------------|------------------------------------|-------------------|------------------|-----------------|-------------------|-----------------|-------------------|---|-----------------------------------|
|                                     |           |                   |                   |                                    |                                    |                  | STATE EXPENDITURES                 |                                    |                   |                  |                 |                   |                 |                   |   |                                   |
|                                     |           |                   |                   |                                    |                                    |                  | TOTAL TO DATE BY SOURCE OF FUNDS   |                                    |                   |                  |                 |                   |                 |                   |   |                                   |
|                                     |           | Total Miles       | Bridge Feet, Inc. | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE    | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | State             | Federal          | County          | Total             |                 |                   |   |                                   |
| Liberty                             | Primary   | 83 905            | 3,001             | \$ 42,818.98                       | \$ 75,998.60                       | \$ 832,994.35    | \$ 17,547.43                       | \$ 256,471.12                      | \$ 2,722,677.37   | \$ 509,619.80    | \$ 48,500.00    | \$ 3,370,797.17   | \$ 223,349.00   | \$ 3,594,146.17   |   |                                   |
|                                     | Secondary | 82 318            | 1,206             | 24,393.37                          | 25,535.67                          | 72,567.12        | 681,628.14                         | 273,713.75                         | 1,031,973.04      | 493,020.18       |                 | 1,524,993.22      |                 | 1,524,993.22      |   |                                   |
|                                     | Total     | 166 224           | 4,207             | \$ 67,212.35                       | \$ 101,532.27                      | \$ 905,561.47    | \$ 699,175.57                      | \$ 530,184.87                      | \$ 3,754,650.41   | \$ 1,002,639.98  | \$ 48,500.00    | \$ 4,805,790.39   | \$ 223,349.00   | \$ 5,119,139.39   |   |                                   |
| Okaloosa                            | Primary   | 170 438           | 18,462            | \$ 226,503.07                      | \$ 283,872.28                      | \$ 3,883,646.25  | \$ 1,546,948.66                    | \$ 2,091,522.23                    | \$ 8,967,048.15   | \$ 1,791,730.14  | \$ 403,542.62   | \$ 11,162,320.91  | \$ 554,050.22   | \$ 11,716,371.13  |   |                                   |
|                                     | Secondary | 66 144            | 369               | 14,919.46                          | 30,078.48                          | 116,401.99       | 497,054.87                         | 292,158.50                         | 1,898,868.65      | 128,030.30       |                 | 2,026,808.95      |                 | 2,026,808.95      |   |                                   |
|                                     | Total     | 236 582           | 18,831            | \$ 241,422.53                      | \$ 313,950.76                      | \$ 4,000,048.24  | \$ 2,044,003.53                    | \$ 2,383,680.73                    | \$ 10,865,916.80  | \$ 1,919,760.44  | \$ 403,542.62   | \$ 13,189,219.86  | \$ 554,050.22   | \$ 13,743,270.08  |   |                                   |
| Santa Rosa                          | Primary   | 215 685           | 15,852            | \$ 184,730.38                      | \$ 219,330.63                      | \$ 2,733,299.51  | \$ 986,018.62                      | \$ 160,769.79                      | \$ 7,096,780.83   | \$ 2,955,920.32  | \$ 209,546.27   | \$ 10,262,247.44  | \$ 738,713.43   | \$ 11,000,960.87  |   |                                   |
|                                     | Secondary | 72 288            | 1,092             | 49,829.32                          | 20,787.31                          | 158,606.27       | 161,746.27                         | 216,980.11                         | 1,506,485.94      | 149,538.00       |                 | 1,656,023.94      |                 | 1,656,023.94      |   |                                   |
|                                     | Total     | 287 973           | 16,944            | \$ 234,559.70                      | \$ 240,117.94                      | \$ 2,891,905.78  | \$ 1,147,764.89                    | \$ 377,758.90                      | \$ 8,603,266.79   | \$ 3,105,458.32  | \$ 109,546.27   | \$ 11,918,271.38  | \$ 738,713.43   | \$ 12,656,984.81  |   |                                   |
| Wakulla                             | Primary   | 118 769           | 2,424             | \$ 78,500.10                       | \$ 91,644.89                       | \$ 937,619.73    | \$ 147,509.97                      | \$ 347,696.38                      | \$ 3,260,983.47   | \$ 45,218.38     | \$ 9,700.00     | \$ 3,695,901.85   | \$ 300,101.50   | \$ 3,996,003.35   |   |                                   |
|                                     | Secondary | 38 535            | 271               | 21,635.68                          | 38,306.32                          | 200,451.03       | 202,502.50                         | 142,893.78                         | 1,859,140.36      | 45,920.56        |                 | 1,905,060.92      |                 | 1,905,060.92      |   |                                   |
|                                     | Total     | 157 304           | 2,695             | \$ 100,135.78                      | \$ 129,951.21                      | \$ 1,138,070.76  | \$ 350,102.47                      | \$ 490,590.16                      | \$ 5,120,123.83   | \$ 471,138.94    | \$ 9,700.00     | \$ 5,600,962.77   | \$ 300,101.50   | \$ 5,901,064.27   |   |                                   |
| Walton                              | Primary   | 294 067           | 17,542            | \$ 229,888.94                      | \$ 291,430.49                      | \$ 3,422,081.76  | \$ 46,408.18                       | \$ 205,404.42                      | \$ 5,005,519.89   | \$ 828,259.83    | \$ 918,436.96   | \$ 6,752,216.68   | \$ 533,008.84   | \$ 7,285,225.52   |   |                                   |
|                                     | Secondary | 83 642            | 1,906             | 34,597.42                          | 15,934.23                          | 178,362.28       | 485,507.22                         | 223,368.00                         | 1,977,814.00      | 322,105.77       |                 | 2,299,920.67      |                 | 2,299,920.67      |   |                                   |
|                                     | Total     | 387 709           | 19,448            | \$ 264,486.36                      | \$ 307,364.72                      | \$ 3,600,444.04  | \$ 534,915.40                      | \$ 428,772.42                      | \$ 6,983,334.79   | \$ 1,150,365.60  | \$ 918,436.96   | \$ 9,052,137.35   | \$ 533,008.84   | \$ 9,585,146.19   |   |                                   |
| Washington                          | Primary   | 111 367           | 7,302             | \$ 86,122.70                       | \$ 148,071.38                      | \$ 1,584,102.24  | \$ 157,621.87                      | \$ 12,923.37                       | \$ 4,687,150.11   | \$ 713,205.58    | \$ 27,782.47    | \$ 5,428,138.16   | \$ 113,100.10   | \$ 5,541,238.26   |   |                                   |
|                                     | Secondary | 63 475            | 1,806             | 28,338.63                          | 22,826.25                          | 166,463.86       | 116,717.79                         | 228,474.39                         | 1,344,338.91      | 319,081.81       |                 | 1,663,420.72      |                 | 1,663,420.72      |   |                                   |
|                                     | Total     | 174 842           | 9,108             | \$ 114,461.33                      | \$ 170,897.63                      | \$ 1,750,566.10  | \$ 273,239.66                      | \$ 241,397.91                      | \$ 6,031,489.02   | \$ 1,032,287.39  | \$ 27,782.47    | \$ 7,091,558.88   | \$ 113,100.10   | \$ 7,204,658.98   |   |                                   |
| Holmes and Washington County Maint. | Primary   |                   |                   |                                    |                                    | 783,264.17       |                                    |                                    |                   |                  |                 |                   |                 |                   |   |                                   |
|                                     | Secondary |                   |                   |                                    |                                    |                  |                                    |                                    |                   |                  |                 |                   |                 |                   |   |                                   |
|                                     | Total     |                   |                   |                                    |                                    | \$ 783,264.17    |                                    |                                    |                   |                  |                 |                   |                 |                   |   |                                   |
| District Two-Way Radio              | Primary   |                   |                   |                                    |                                    |                  | \$ 18,925.27                       | \$ 20,850.30                       |                   |                  |                 |                   |                 |                   |   |                                   |
|                                     | Secondary |                   |                   |                                    |                                    |                  |                                    |                                    |                   |                  |                 |                   |                 |                   |   |                                   |
|                                     | Total     |                   |                   |                                    |                                    |                  | \$ 18,925.27                       | \$ 20,850.30                       |                   |                  |                 |                   |                 |                   |   |                                   |
| District                            | Primary   | 2,394 082         | 182,165           | \$ 2,674,949.23                    | \$ 3,541,020.75                    | \$ 40,802,038.41 | \$ 8,375,666.56                    | \$ 10,968,755.73                   | \$ 102,082,278.84 | \$ 24,253,368.15 | \$ 6,410,723.78 | \$ 133,346,370.77 | \$ 8,423,926.80 | \$ 141,770,297.57 |   |                                   |
|                                     | Secondary | 1,079 898         | 18,507            | 540,837.44                         | 550,207.83                         | 2,618,935.08     | 5,129,752.39                       | 4,256,159.39                       | 27,618,831.13     | 4,088,549.24     |                 | 31,707,380.37     |                 | 31,707,380.37     |   |                                   |
|                                     | Total     | 3,473 980         | 200,672           | \$ 3,215,786.67                    | \$ 4,091,228.58                    | \$ 43,420,973.49 | \$ 13,505,418.95                   | \$ 15,224,915.12                   | \$ 130,301,109.97 | \$ 28,341,917.39 | \$ 6,410,723.78 | \$ 165,053,751.14 | \$ 8,423,926.80 | \$ 173,477,677.94 |   |                                   |



**STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES  
AS OF JUNE 30, 1958  
FOURTH DISTRICT**

| COUNTY       | SYSTEM    | MAINTAINED LENGTH |                   | MAINTENANCE COST                   |                                    |                 | CONSTRUCTION COST                  |                                    |                                  |                 |               |                 |                 |                 |                 |  | VALUE OF CONSTRUCTION BY OTHER AGENCIES | TOTAL BY STATE AND OTHER AGENCIES |
|--------------|-----------|-------------------|-------------------|------------------------------------|------------------------------------|-----------------|------------------------------------|------------------------------------|----------------------------------|-----------------|---------------|-----------------|-----------------|-----------------|-----------------|--|---|-----------------------------------|
|              |           |                   |                   |                                    |                                    |                 | STATE EXPENDITURES                 |                                    |                                  |                 |               |                 |                 |                 |                 |  |   |                                   |
|              |           | Total Miles       | Bridge Feet, Inc. | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE   | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE BY SOURCE OF FUNDS |                 |               |                 |                 |                 |                 |  |   |                                   |
|              |           |                   |                   |                                    |                                    |                 |                                    |                                    | State                            | Federal         | County        | Total           |                 |                 |                 |  |   |                                   |
| Broward      | Primary   | 165.308           | 6,568             | \$ 223,611.29                      | \$ 323,388.61                      | \$ 3,358,409.07 | \$ 2,795,452.37                    | \$ 1,702,301.33                    | \$11,280,779.15                  | \$ 3,692,806.27 | \$            |                 | \$14,973,585.42 | \$ 2,036,421.55 | \$17,010,006.97 |  |   |                                   |
|              | Secondary | 14.752            | 1,865             | 39,734.75                          | 40,348.92                          | 224,948.58      | 488,456.19                         | 527,388.33                         | 4,372,133.21                     | 50,027.22       |               |                 | 4,422,160.43    |                 | 4,422,160.43    |  |   |                                   |
|              | Total     | 180.060           | 8,433             | \$ 263,346.04                      | \$ 363,737.53                      | \$ 3,583,357.65 | \$ 3,283,908.56                    | \$ 2,229,689.66                    | \$15,652,912.36                  | \$ 3,742,833.49 | \$            |                 | \$19,395,745.85 | \$ 2,066,421.55 | \$21,462,167.40 |  |   |                                   |
| Collier      | Primary   | 156.835           | 10,265            | \$ 131,980.35                      | \$ 171,340.92                      | \$ 2,537,778.30 | \$ 936,357.16                      | \$ 412,618.41                      | \$ 8,720,162.11                  | \$ 2,037,433.64 | \$ 38,251.40  | \$10,795,847.15 | \$ 1,263,780.30 | \$12,059,627.45 |                 |  |   |                                   |
|              | Secondary | 70.386            | 1,186             | 57,681.00                          | 42,484.46                          | 174,374.68      | 608,979.84                         | 967,487.40                         | 2,700,953.69                     | 575,032.92      |               | 3,275,986.61    |                 | 3,275,986.61    |                 |  |   |                                   |
|              | Total     | 227.221           | 11,451            | \$ 189,661.35                      | \$ 213,825.38                      | \$ 2,712,152.98 | \$ 1,565,337.00                    | \$ 1,380,105.81                    | \$11,421,115.80                  | \$ 2,612,466.56 | \$ 38,251.40  | \$14,071,833.76 | \$ 1,263,780.30 | \$15,335,614.06 |                 |  |   |                                   |
| Dade         | Primary   | 226.887           | 14,414            | \$ 354,915.40                      | \$ 346,578.81                      | \$ 4,729,784.45 | \$11,653,854.89                    | \$ 8,079,505.85                    | \$38,165,168.05                  | \$12,262,549.58 | \$ 140,018.26 | \$50,567,735.89 | \$ 4,885,616.86 | \$55,453,352.75 |                 |  |   |                                   |
|              | Secondary |                   |                   | 1,713.49                           | 2.72                               | 19,555.80       | 2,174,824.22                       | 351,739.78                         | 5,988,104.19                     | 628,884.81      |               | 6,616,989.00    |                 | 6,616,989.00    |                 |  |   |                                   |
|              | Total     | 226.887           | 14,414            | \$ 356,628.89                      | \$ 346,581.61                      | \$ 4,749,340.25 | \$13,838,679.11                    | \$ 8,431,305.63                    | \$44,153,272.24                  | \$12,891,434.39 | \$ 140,018.26 | \$57,184,724.89 | \$ 4,885,616.86 | \$62,070,341.75 |                 |  |   |                                   |
| Indian River | Primary   | 86.800            | 9,265             | \$ 89,671.27                       | \$ 106,628.80                      | \$ 1,901,737.10 | \$ 133,622.92                      | \$ 1,228,082.65                    | \$ 6,710,088.03                  | \$ 1,382,795.68 | \$ 134,083.84 | \$ 8,226,967.55 | \$ 921,505.10   | \$ 9,151,472.65 |                 |  |   |                                   |
|              | Secondary | 40.521            | 585               | 21,144.83                          | 15,279.63                          | 49,931.47       | 74,702.08                          | 3,081.59                           | 856,937.28                       | 135,411.07      |               | 992,348.35      |                 | 992,348.35      |                 |  |   |                                   |
|              | Total     | 127.321           | 9,850             | \$ 110,816.10                      | \$ 121,908.49                      | \$ 1,951,668.57 | \$ 208,325.00                      | \$ 1,231,764.21                    | \$ 7,567,025.31                  | \$ 1,518,206.75 | \$ 134,083.84 | \$ 9,219,315.90 | \$ 921,505.10   | \$10,143,821.00 |                 |  |   |                                   |
| Martin       | Primary   | 128.922           | 11,528            | \$ 122,166.44                      | \$ 298,059.64                      | \$ 2,953,976.31 | \$ 2,773,900.04                    | \$ 1,428,348.32                    | \$ 6,392,217.66                  | \$ 1,821,566.18 | \$ 16,019.45  | \$ 8,229,803.29 | \$ 1,337,925.00 | \$ 9,567,728.29 |                 |  |   |                                   |
|              | Secondary | 18.449            | 96                | 2,817.57                           | 4,212.99                           | 33,933.15       | 144,434.76                         | 342,829.93                         | 943,667.90                       | 239,273.67      |               | 1,182,941.57    |                 | 1,182,941.57    |                 |  |   |                                   |
|              | Total     | 147.371           | 11,624            | \$ 124,984.01                      | \$ 302,272.63                      | \$ 2,987,909.46 | \$ 2,918,334.80                    | \$ 1,771,178.25                    | \$ 7,335,885.56                  | \$ 2,060,839.85 | \$ 16,019.45  | \$ 9,412,744.86 | \$ 1,337,925.00 | \$10,750,669.86 |                 |  |   |                                   |
| Monroe       | Primary   | 129.126           | 95,095            | \$ 475,843.14                      | \$ 280,882.81                      | \$ 7,038,872.92 | \$ 846,232.59                      | \$ 1,269,845.61                    | \$ 6,918,151.63                  | \$ 4,437,465.66 |               | \$11,355,615.29 | \$15,279,429.43 | \$26,635,044.72 |                 |  |   |                                   |
|              | Secondary | 46.863            | 223               | 18,359.54                          | 22,577.29                          | 99,203.54       | 429,804.42                         | 176,592.12                         | 1,806,412.97                     | 36,455.81       |               | 1,902,868.78    |                 | 1,902,868.78    |                 |  |   |                                   |
|              | Total     | 175.989           | 95,318            | \$ 494,202.68                      | \$ 303,460.10                      | \$ 7,129,076.46 | \$ 1,275,797.01                    | \$ 1,446,437.73                    | \$ 8,724,572.60                  | \$ 4,473,921.47 | \$            | \$13,258,484.07 | \$15,279,429.43 | \$28,537,923.50 |                 |  |   |                                   |
| Okeechobee   | Primary   | 104.654           | 7,700             | \$ 213,564.81                      | \$ 120,486.93                      | \$ 2,541,232.72 | \$ 172,959.82                      | \$ 1,016,778.87                    | \$ 5,178,344.70                  | \$ 858,161.31   | \$ 6,173.98   | \$ 6,042,690.19 | \$ 1,390,071.00 | \$ 7,432,761.19 |                 |  |   |                                   |
|              | Secondary | 15.117            |                   | 1,211.66                           | 5,438.20                           | 335.39          | 168,828.61                         | 63,249.58                          | 642,476.04                       | 8,744.41        |               | 651,220.45      |                 | 651,220.45      |                 |  |   |                                   |
|              | Total     | 119.771           | 7,700             | \$ 215,176.47                      | \$ 125,925.13                      | \$ 2,540,957.31 | \$ 340,888.43                      | \$ 1,080,028.45                    | \$ 5,820,820.94                  | \$ 866,905.72   | \$ 6,173.98   | \$ 6,693,900.64 | \$ 1,390,071.00 | \$ 8,083,971.64 |                 |  |   |                                   |
| Palm Beach   | Primary   | 313.796           | 15,704            | \$ 361,428.57                      | \$ 430,968.59                      | \$ 7,024,331.27 | \$ 2,650,465.63                    | \$ 3,512,722.50                    | \$21,837,203.29                  | \$ 4,016,624.28 | \$ 50,341.00  | \$28,904,168.48 | \$ 4,837,071.60 | \$33,741,240.08 |                 |  |   |                                   |
|              | Secondary | 79.028            | 5,331             | 61,349.49                          | 82,387.83                          | 394,681.11      | 1,795,058.45                       | 1,941,007.53                       | 8,546,312.29                     | 86,725.29       |               | 8,633,037.58    |                 | 8,633,037.58    |                 |  |   |                                   |
|              | Total     | 392.824           | 21,035            | \$ 422,778.06                      | \$ 513,256.42                      | \$ 7,419,012.38 | \$ 4,445,524.08                    | \$ 5,453,730.03                    | \$30,383,515.49                  | \$ 4,103,349.57 | \$ 50,341.00  | \$37,537,206.06 | \$ 4,837,071.60 | \$42,374,277.66 |                 |  |   |                                   |
| St. Lucie    | Primary   | 105.570           | 6,284             | \$ 131,144.66                      | \$ 747,721.33                      | \$ 2,778,717.28 | \$ 938,220.92                      | \$ 580,011.78                      | \$ 6,943,391.49                  | \$ 1,242,811.97 | \$ 276,000.00 | \$ 8,462,203.46 | \$ 1,241,037.70 | \$ 9,703,241.16 |                 |  |   |                                   |
|              | Secondary | 21.295            | 1,419             | 19,380.39                          | 3,499.65                           | 36,156.91       | 13,929.22                          | 193,695.79                         | 1,125,066.08                     | 57,401.99       |               | 1,182,468.07    |                 | 1,182,468.07    |                 |  |   |                                   |
|              | Total     | 126.865           | 7,703             | \$ 150,525.05                      | \$ 751,220.88                      | \$ 2,814,874.19 | \$ 952,141.14                      | \$ 773,707.57                      | \$ 8,068,457.57                  | \$ 1,300,213.96 | \$ 276,000.00 | \$ 9,644,671.53 | \$ 1,241,037.70 | \$10,885,709.23 |                 |  |   |                                   |

**STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES  
AS OF JUNE 30, 1958  
FOURTH DISTRICT (Continued)**

| COUNTY   | SYSTEM    | MAINTAINED LENGTH |                   | MAINTENANCE COST                   |                                    |                 | CONSTRUCTION COST                  |                                    |                                  |                 |               |                  |                 |                  | VALUE OF CONSTRUCTION BY OTHER AGENCIES | TOTAL BY STATE AND OTHER AGENCIES |
|----------|-----------|-------------------|-------------------|------------------------------------|------------------------------------|-----------------|------------------------------------|------------------------------------|----------------------------------|-----------------|---------------|------------------|-----------------|------------------|---|-----------------------------------|
|          |           |                   |                   |                                    |                                    |                 | STATE EXPENDITURES                 |                                    |                                  |                 |               |                  |                 |                  |   |                                   |
|          |           | Total Miles       | Bridge Feet, Inc. | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE   | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE BY SOURCE OF FUNDS |                 |               |                  |                 |                  |   |                                   |
|          |           |                   |                   |                                    |                                    |                 |                                    |                                    | State                            | Federal         | County        | Total            |                 |                  |   |                                   |
| District | Primary   | 1,417,898         | 176,823           | \$ 2,104,725.03                    | \$ 2,025,963.42                    | \$31,864,833.42 | \$22,950,226.34                    | \$19,230,875.32                    | \$115,145,514.22                 | \$31,752,214.57 | \$ 660,887.93 | \$147,558,610.72 | \$33,225,858.54 | \$180,784,475.26 |   |                                   |
|          | Secondary | 306.411           | 10,705            | 223,283.72                         | 216,231.75                         | 1,023,449.85    | 5,898,708.79                       | 4,567,072.05                       | 27,042,063.65                    | 1,817,957.19    |               | 28,860,020.84    |                 | 28,860,020.84    |   |                                   |
|          | Total     | 1,724,309         | 187,528           | \$ 2,328,009.65                    | \$ 2,242,195.17                    | \$35,888,343.27 | \$28,848,935.13                    | \$23,797,947.37                    | \$142,187,577.87                 | \$33,570,171.76 | \$ 660,887.93 | \$176,418,637.56 | \$33,225,858.54 | \$209,644,496.10 |   |                                   |

**FIFTH DISTRICT**

|         |           |         |        |               |               |                 |                 |                 |                 |                 |                 |                 |                 |                 |  |  |
|---------|-----------|---------|--------|---------------|---------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--|--|
| Brevard | Primary   | 242,420 | 16,544 | \$ 296,667.72 | \$ 414,648.83 | \$ 5,288,804.27 | \$ 4,470,335.45 | \$ 2,563,876.89 | \$13,818,183.67 | \$ 3,445,231.44 | \$ 392,610.36   | \$17,656,025.47 | \$ 1,992,818.25 | \$19,648,843.72 |  |  |
|         | Secondary | 54,503  | 213    | 2,576.55      | 9,925.01      | 54,194.17       | 180,527.36      | 795,408.26      | 1,643,252.73    | 44,278.16       |                 | 1,598,974.57    | 70,346.00       | 1,528,628.57    |  |  |
|         | Total     | 296,923 | 16,757 | \$ 299,244.27 | \$ 424,573.84 | \$ 5,342,998.44 | \$ 4,650,862.81 | \$ 3,359,285.15 | \$15,461,436.40 | \$ 3,489,509.60 | \$ 392,610.36   | \$19,255,000.04 | \$ 2,063,164.25 | \$21,318,164.29 |  |  |
| Citrus  | Primary   | 136,724 | 1,281  | \$ 90,026.44  | \$ 117,265.45 | \$ 1,467,234.83 | \$ 186,670.68   | \$ 10,866.57    | \$ 5,021,453.37 | \$ 514,728.05   | \$ 12,760.70    | \$ 5,548,942.12 | \$ 1,256,394.08 | \$ 6,805,336.20 |  |  |
|         | Secondary | 58,991  | 733    | 30,728.23     | 21,410.89     | 160,319.43      | 8,581.49        | 244,787.51      | 1,389,117.23    | 149,715.81      |                 | 1,538,833.04    |                 | 1,538,833.04    |  |  |
|         | Total     | 195,715 | 2,014  | \$ 120,754.67 | \$ 138,676.34 | \$ 1,627,554.26 | \$ 195,252.17   | \$ 11,111.14    | \$ 6,410,570.60 | \$ 664,443.86   | \$ 12,771.40    | \$ 7,087,775.16 | \$ 1,256,394.08 | \$ 8,344,169.24 |  |  |
| Flagler | Primary   | 83,669  | 2,396  | \$ 62,524.52  | \$ 91,196.95  | \$ 1,274,568.53 | \$ 822,270.31   | \$ 905,105.57   | \$ 4,527,478.92 | \$ 2,071,536.61 | \$ 34,474.89    | \$ 6,633,490.42 | \$ 281,379.00   | \$ 6,914,869.42 |  |  |
|         | Secondary | 21,833  | 1,149  | 11,537.33     | 9,724.60      | 78,702.98       | 97,060.74       | 92,979.20       | 868,583.43      | 122,208.36      |                 | 990,791.79      |                 | 990,791.79      |  |  |
|         | Total     | 105,502 | 3,545  | \$ 74,061.85  | \$ 100,921.55 | \$ 1,353,271.51 | \$ 919,331.05   | \$ 998,084.77   | \$ 5,396,062.35 | \$ 2,193,744.97 | \$ 34,474.89    | \$ 7,624,282.21 | \$ 281,379.00   | \$ 7,905,661.21 |  |  |
| Lake    | Primary   | 314,001 | 7,309  | \$ 263,394.75 | \$ 320,673.28 | \$ 3,900,193.89 | \$ 560,381.87   | \$ 1,316,862.50 | \$12,621,274.10 | \$ 3,332,891.93 | \$ 1,100,358.25 | \$17,054,524.28 | \$ 4,603,130.56 | \$21,657,654.84 |  |  |
|         | Secondary | 65,009  | 379    | 15,046.25     | 28,604.62     | 91,058.35       | 584,297.00      | 434,563.10      | 1,933,537.21    | 247,205.00      |                 | 2,180,742.21    |                 | 2,180,742.21    |  |  |
|         | Total     | 379,010 | 7,688  | \$ 278,441.00 | \$ 349,277.90 | \$ 4,091,252.24 | \$ 1,144,678.87 | \$ 1,751,425.60 | \$14,554,811.31 | \$ 3,580,086.93 | \$ 1,100,358.25 | \$19,235,266.49 | \$ 4,603,130.56 | \$23,838,397.05 |  |  |
| Marion  | Primary   | 331,061 | 2,370  | \$ 245,219.02 | \$ 251,619.09 | \$ 3,625,509.26 | \$ 576,807.49   | \$ 1,583,942.90 | \$ 9,558,073.18 | \$ 3,232,774.22 | \$ 55,216.49    | \$12,846,063.99 | \$ 4,127,213.14 | \$16,973,277.13 |  |  |
|         | Secondary | 107,996 | 302    | 13,492.91     | 42,455.59     | 149,525.91      | 115,712.30      | 482,697.26      | 2,704,539.19    | 91,995.81       |                 | 2,796,535.00    |                 | 2,796,535.00    |  |  |
|         | Total     | 439,057 | 2,672  | \$ 258,711.93 | \$ 294,074.68 | \$ 3,775,035.17 | \$ 692,519.79   | \$ 2,066,640.16 | \$12,262,612.37 | \$ 3,324,770.03 | \$ 55,216.49    | \$15,642,598.99 | \$ 4,127,213.14 | \$19,769,812.13 |  |  |
| Orange  | Primary   | 244,882 | 3,830  | \$ 161,746.87 | \$ 237,036.29 | \$ 2,411,701.38 | \$ 3,833,157.19 | \$ 5,177,629.82 | \$15,387,979.50 | \$ 5,117,696.45 | \$ 9,084.02     | \$20,514,759.97 | \$ 4,448,922.00 | \$24,963,681.97 |  |  |
|         | Secondary | 92,272  | 1,334  | 27,115.60     | 28,018.53     | 111,167.95      | 966,006.80      | 404,368.74      | 2,535,083.32    | 124,032.70      |                 | 2,659,116.02    |                 | 2,659,116.02    |  |  |
|         | Total     | 337,154 | 5,164  | \$ 188,862.47 | \$ 265,054.82 | \$ 2,522,869.33 | \$ 4,799,164.99 | \$ 5,581,998.56 | \$17,923,062.82 | \$ 5,241,729.15 | \$ 9,084.02     | \$23,173,875.99 | \$ 4,448,922.00 | \$27,622,797.99 |  |  |
| Osceola | Primary   | 127,117 | 3,733  | \$ 143,862.55 | \$ 130,902.53 | \$ 1,673,509.63 | \$ 711,755.99   | \$ 1,413,872.08 | \$ 6,871,837.79 | \$ 1,168,290.55 | \$ 260,783.38   | \$ 8,330,921.72 | \$ 1,659,236.70 | \$ 9,990,158.42 |  |  |
|         | Secondary | 108,426 | 1,616  | 44,163.82     | 40,152.84     | 192,453.29      | 426,250.56      | 381,390.61      | 2,458,654.54    | 295,586.24      |                 | 2,754,240.88    |                 | 2,754,240.88    |  |  |
|         | Total     | 235,543 | 5,349  | \$ 188,026.37 | \$ 170,155.37 | \$ 1,865,962.92 | \$ 1,138,006.55 | \$ 1,795,262.69 | \$ 9,330,492.33 | \$ 1,463,876.79 | \$ 260,783.38   | \$11,085,162.60 | \$ 1,659,236.70 | \$12,744,399.30 |  |  |

**STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES  
AS OF JUNE 30, 1958  
FIFTH DISTRICT (Continued)**

| COUNTY    | SYSTEM    | MAINTAINED LENGTH |                   | MAINTENANCE COST                   |                                    |                 | CONSTRUCTION COST                  |                                    |                                  |                 |                 |                  |                 |                  | VALUE OF CONSTRUCTION BY OTHER AGENCIES | TOTAL BY STATE AND OTHER AGENCIES |
|-----------|-----------|-------------------|-------------------|------------------------------------|------------------------------------|-----------------|------------------------------------|------------------------------------|----------------------------------|-----------------|-----------------|------------------|-----------------|------------------|---|-----------------------------------|
|           |           |                   |                   |                                    |                                    |                 | STATE EXPENDITURES                 |                                    |                                  |                 |                 |                  |                 |                  |   |                                   |
|           |           | Total Miles       | Bridge Feet, Inc. | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE   | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE BY SOURCE OF FUNDS |                 |                 |                  |                 |                  |   |                                   |
|           |           |                   |                   |                                    |                                    |                 |                                    |                                    | State                            | Federal         | County          | Total            |                 |                  |   |                                   |
| Putnam    | Primary   | 120.136           | 4,687             | \$ 124,986.21                      | \$ 122,584.68                      | \$ 2,898,137.92 | \$ 419,681.44                      | \$ 275,359.29                      | \$ 5,331,727.04                  | \$ 1,770,297.86 | \$ 772,894.23   | \$ 7,874,919.13  | \$ 1,097,428.81 | \$ 8,972,347.94  |   |                                   |
|           | Secondary | 72.011            | 857               | 38,867.63                          | 29,519.77                          | 167,701.15      | 20,119.37                          | 333,591.26                         | 581,038.86                       | 248,449.12      |                 | 832,487.98       |                 | 832,487.98       |   |                                   |
|           | Total     | 192.147           | 5,544             | \$ 163,853.84                      | \$ 152,104.45                      | \$ 3,065,839.07 | \$ 439,800.81                      | \$ 608,950.55                      | \$ 5,915,765.90                  | \$ 2,018,746.98 | \$ 772,894.23   | \$ 8,707,407.11  | \$ 1,097,428.81 | \$ 9,804,835.92  |   |                                   |
| St. Johns | Primary   | 175.699           | 25,989            | \$ 251,509.58                      | \$ 356,803.19                      | \$ 4,722,068.09 | \$ 2,310,751.98                    | \$ 1,800,589.55                    | \$ 8,944,622.91                  | \$ 2,598,486.69 | \$              | \$11,543,109.60  | \$ 2,841,021.56 | \$14,384,130.86  |   |                                   |
|           | Secondary | 75.927            | 1,231             | 25,668.34                          | 31,799.64                          | 124,491.28      | 864,687.94                         | 374,603.69                         | 1,806,476.15                     | 434,544.26      |                 | 2,331,020.41     | 75,113.58       | 2,406,133.99     |   |                                   |
|           | Total     | 251.626           | 27,220            | \$ 277,267.92                      | \$ 388,602.83                      | \$ 4,847,159.37 | \$ 3,175,339.92                    | \$ 2,175,193.24                    | \$10,841,099.06                  | \$ 3,033,030.95 | \$              | \$13,874,130.01  | \$ 2,916,134.84 | \$16,790,264.85  |   |                                   |
| Seminole  | Primary   | 94.172            | 2,304             | \$ 72,266.91                       | \$ 99,995.64                       | \$ 1,466,607.20 | \$ 1,663,210.66                    | \$ 1,344,014.75                    | \$ 6,424,923.95                  | \$ 946,388.26   | \$ 17,197.06    | \$ 7,388,509.27  | \$ 1,773,504.82 | \$ 9,162,014.09  |   |                                   |
|           | Secondary | 37.320            | 226               | 7,279.24                           | 10,381.60                          | 40,660.04       | 57,971.92                          | 75,046.69                          | 637,054.85                       | 154,341.50      |                 | 791,396.35       |                 | 791,396.35       |   |                                   |
|           | Total     | 131.492           | 2,530             | \$ 79,546.15                       | \$ 80,377.24                       | \$ 1,507,167.24 | \$ 1,721,182.58                    | \$ 1,419,061.44                    | \$ 7,061,978.80                  | \$ 1,100,729.76 | \$ 17,197.06    | \$ 8,179,905.62  | \$ 1,773,504.82 | \$ 9,953,410.44  |   |                                   |
| Sumter    | Primary   | 122.091           | 2,628             | \$ 83,784.58                       | \$ 119,425.95                      | \$ 1,193,104.12 | \$ 178,848.42                      | \$ 139,609.21                      | \$ 3,824,554.59                  | \$ 660,508.28   | \$              | \$ 4,785,062.87  | \$ 1,766,865.23 | \$ 6,551,928.10  |   |                                   |
|           | Secondary | 42.452            | 300               | 13,897.58                          | 20,566.20                          | 87,889.75       | 95,787.81                          | 318,303.77                         | 1,009,125.86                     | 183,947.14      |                 | 1,187,073.00     |                 | 1,187,073.00     |   |                                   |
|           | Total     | 164.543           | 2,928             | \$ 97,682.16                       | \$ 139,992.15                      | \$ 1,280,993.87 | \$ 274,636.23                      | \$ 457,912.98                      | \$ 4,827,680.45                  | \$ 1,144,455.42 |                 | \$ 5,972,135.87  | \$ 1,766,865.23 | \$ 7,739,004.10  |   |                                   |
| Volusia   | Primary   | 214.312           | 10,678            | \$ 310,739.27                      | \$ 342,869.69                      | \$ 4,540,473.84 | \$ 4,184,660.88                    | \$ 4,455,347.21                    | \$16,114,756.87                  | \$ 5,334,609.10 | \$ 460,542.75   | \$22,739,908.72  | \$ 4,023,405.16 | \$26,763,313.82  |   |                                   |
|           | Secondary | 52.536            | 168               | 12,072.35                          | 31,671.56                          | 96,719.85       | 669,263.66                         | 889,333.64                         | 2,522,870.48                     | 268,309.08      |                 | 2,800,879.56     | 212,118.37      | 3,012,997.93     |   |                                   |
|           | Total     | 266.848           | 10,846            | \$ 322,811.62                      | \$ 374,541.16                      | \$ 4,637,193.69 | \$ 5,153,924.54                    | \$ 5,344,680.85                    | \$19,447,327.35                  | \$ 5,602,918.18 | \$ 460,542.75   | \$25,540,788.28  | \$ 4,235,523.47 | \$29,776,311.75  |   |                                   |
| District  | Primary   | 2,206.284         | 83,749            | \$ 2,106,818.42                    | \$ 2,574,151.48                    | \$34,462,812.06 | \$19,918,621.46                    | \$20,987,076.74                    | \$100,246,895.89                 | \$30,493,349.54 | \$ 3,175,922.13 | \$142,916,137.56 | \$29,871,321.95 | \$172,787,459.51 |   |                                   |
|           | Secondary | 789.356           | 8,508             | 242,445.86                         | 304,230.55                         | 1,384,894.15    | 4,386,197.85                       | 4,827,074.03                       | 20,186,033.85                    | 2,276,056.96    |                 | 22,462,060.81    | 216,885.95      | 22,678,936.76    |   |                                   |
|           | Total     | 2,995.640         | 92,257            | \$ 2,349,264.28                    | \$ 2,878,382.03                    | \$35,847,697.11 | \$24,304,819.31                    | \$25,814,150.77                    | \$129,432,899.74                 | \$32,769,406.50 | \$ 3,175,922.13 | \$165,378,228.37 | \$30,088,207.90 | \$195,466,436.27 |   |                                   |

**SUMMARY  
FIRST DISTRICT**

|           |           |         |                 |                 |                 |                 |                 |                  |                 |               |                  |                 |                  |
|-----------|-----------|---------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|---------------|------------------|-----------------|------------------|
| Primary   | 2,157,416 | 145,946 | \$ 2,347,702.78 | \$ 2,788,575.95 | \$32,947,290.86 | \$21,015,884.48 | \$14,857,637.95 | \$128,765,313.99 | \$35,515,642.59 | \$ 455,721.89 | \$164,736,678.47 | \$40,239,939.25 | \$204,976,617.72 |
| Secondary | 785,905   | 13,517  | 312,731.65      | 369,067.79      | 1,838,499.36    | 6,620,198.06    | 8,598,595.05    | 27,178,896.07    | 4,200,345.95    |               | 31,379,242.02    | 176,917.99      | 31,555,160.01    |
| Total     | 2,943,321 | 159,463 | \$ 2,660,514.43 | \$ 3,157,643.74 | \$34,785,790.22 | \$27,636,082.54 | \$33,456,233.00 | \$155,944,210.06 | \$39,715,988.54 | \$ 455,721.89 | \$196,115,920.49 | \$40,416,857.24 | \$236,531,777.73 |

**STATEMENT OF MAINTENANCE AND CONSTRUCTION BY COUNTIES**  
**AS OF JUNE 30, 1958**  
**SUMMARY (Continued)**  
**SECOND DISTRICT**

| COUNTY | SYSTEM         | MAINTAINED LENGTH |                   | MAINTENANCE COST                   |                                    |                 | CONSTRUCTION COST                  |                                    |                                  |                 |                 |                  |   |                                   |
|--------|----------------|-------------------|-------------------|------------------------------------|------------------------------------|-----------------|------------------------------------|------------------------------------|----------------------------------|-----------------|-----------------|------------------|---|-----------------------------------|
|        |                |                   |                   |                                    |                                    |                 | STATE EXPENDITURES                 |                                    |                                  |                 |                 |                  | VALUE OF CONSTRUCTION BY OTHER AGENCIES | TOTAL BY STATE AND OTHER AGENCIES |
|        |                | Total Miles       | Bridge Feet, Inc. | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE   | July 1, 1956 through June 30, 1957 | July 1, 1957 through June 30, 1958 | TOTAL TO DATE BY SOURCE OF FUNDS |                 |                 |                  |   |                                   |
|        |                |                   |                   |                                    |                                    |                 |                                    |                                    | State                            | Federal         | County          | Total            |   |                                   |
|        | Primary.....   | 2,140 095         | 88,255            | \$ 2,737,183 87                    | \$ 3,257,176 42                    | \$33,367,263 58 | \$11,678,064 69                    | \$16,053,435 03                    | \$115,111,975 42                 | \$29,325,375 88 | \$ 5,347,060 22 | \$149,784,411 52 | \$16,320,414 13                         | \$166,104,825 65                  |
|        | Secondary..... | 992 262           | 8,980             | 299,720 35                         | 385,291 80                         | 2,045,719 54    | 7,684,446 78                       | 9,828,782 31                       | 31,873,408 07                    | 2,564,288 30    |                 | 34,467,696 37    |   | 34,467,696 37                     |
|        | Total.....     | 3,132 357         | 97,235            | \$ 3,036,904 22                    | \$ 3,642,468 22                    | \$35,412,983 12 | \$19,362,511 47                    | \$25,882,217 34                    | \$146,985,383 49                 | \$31,919,664 18 | \$ 5,347,060 22 | \$184,252,107 89 | \$16,320,414 13                         | \$200,572,522 02                  |

**THIRD DISTRICT**

|  |                |           |         |                 |                 |                 |                 |                 |                  |                 |                 |                  |                 |                  |
|--|----------------|-----------|---------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|------------------|-----------------|------------------|
|  | Primary.....   | 2,394.082 | 182,165 | \$ 2,674,949.23 | \$ 3,541,020.75 | \$40,802,039.41 | \$ 8,375,666.56 | \$10,968,755.73 | \$102,682,278.84 | \$24,253,368.15 | \$ 6,410,723.78 | \$133,346,370.77 | \$ 8,423,926.80 | \$141,770,297.57 |
|  | Secondary..... | 1,079.898 | 18,507  | 540,837.44      | 550,207.83      | 2,618,935.08    | 5,320,752.39    | 4,256,159.39    | 27,618,831.13    | 4,088,549.24    |                 | 31,707,380.37    |                 | 31,707,380.37    |
|  | Total.....     | 3,473.980 | 200,672 | \$ 3,215,786.67 | \$ 4,091,228.58 | \$43,420,974.49 | \$13,696,418.95 | \$15,224,915.12 | \$130,301,109.97 | \$28,341,917.39 | \$ 6,410,723.78 | \$165,053,751.14 | \$ 8,423,926.80 | \$173,477,677.94 |

**FOURTH DISTRICT**

|  |                |           |         |                 |                 |                 |                 |                 |                  |                 |               |                  |                 |                  |
|--|----------------|-----------|---------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|---------------|------------------|-----------------|------------------|
|  | Primary.....   | 1,417.898 | 176,823 | \$ 2,104,725.93 | \$ 3,625,963.42 | \$34,864,893.42 | \$29,950,226.34 | \$19,230,875.32 | \$115,145,514.22 | \$31,752,214.57 | \$ 660,887.93 | \$147,558,616.72 | \$33,225,858.54 | \$180,784,475.26 |
|  | Secondary..... | 306.411   | 10,705  | 223,283.72      | 216,231.75      | 1,023,449.85    | 5,898,708.79    | 4,567,072.05    | 27,042,063.65    | 1,817,957.19    |               | 28,860,020.84    |                 | 28,860,020.84    |
|  | Total.....     | 1,724.309 | 187,528 | \$ 2,328,009.65 | \$ 3,842,195.17 | \$35,888,343.27 | \$28,848,935.13 | \$23,797,947.37 | \$142,187,577.87 | \$33,570,171.76 | \$ 660,887.93 | \$176,418,637.56 | \$33,225,858.54 | \$209,644,496.10 |

**FIFTH DISTRICT**

|  |                |           |        |                 |                 |                 |                 |                 |                  |                 |                 |                  |                 |                  |
|--|----------------|-----------|--------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|------------------|-----------------|------------------|
|  | Primary.....   | 2,206.284 | 83,749 | \$ 2,106,818.42 | \$ 2,574,151.48 | \$34,462,812.96 | \$19,918,621.46 | \$20,987,076.34 | \$109,246,865.89 | \$30,403,349.54 | \$ 3,175,922.13 | \$142,916,137.56 | \$29,871,321.95 | \$172,787,459.51 |
|  | Secondary..... | 789.356   | 8,508  | 242,445.86      | 304,230.55      | 1,384,884.15    | 4,386,197.85    | 4,827,074.03    | 20,186,033.85    | 2,276,056.96    |                 | 22,462,090.81    | 116,885.95      | 22,678,976.76    |
|  | Total.....     | 2,995.640 | 92,257 | \$ 2,349,264.28 | \$ 2,878,382.03 | \$35,847,697.11 | \$24,304,819.31 | \$25,814,150.37 | \$129,432,899.74 | \$32,769,406.50 | \$ 3,175,922.13 | \$165,378,228.37 | \$30,088,207.90 | \$195,466,436.27 |

**STATE**

|  |                |            |         |                 |                 |                  |                  |                  |                  |                  |                 |                  |                  |                    |
|--|----------------|------------|---------|-----------------|-----------------|------------------|------------------|------------------|------------------|------------------|-----------------|------------------|------------------|--------------------|
|  | Primary.....   | 10,315.775 | 676,938 | \$11,971,440.23 | \$14,780,888.02 | \$176,444,300.23 | \$83,938,463.53  | \$92,097,780.37  | \$570,951,948.36 | \$151,339,950.73 | \$16,050,315.95 | \$738,342,215.04 | \$128,081,460.67 | \$866,423,675.71   |
|  | Secondary..... | 3,953.832  | 60,217  | 1,619,039.02    | 1,825,029.72    | 8,911,487.98     | 29,710,393.87    | 32,077,682.83    | 133,899,232.77   | 14,977,197.64    |                 | 148,876,430.41   | 392,803.94       | 149,269,234.35     |
|  | Total.....     | 14,269.607 | 737,155 | \$13,590,479.25 | \$16,611,917.74 | \$185,355,788.21 | \$113,648,767.40 | \$124,175,463.20 | \$704,851,181.13 | \$166,317,148.37 | \$16,050,315.95 | \$887,218,645.45 | \$128,474,264.61 | \$1,015,692,910.06 |

**STATE ROAD DEPARTMENT OF FLORIDA — FISCAL DIVISION**  
**BALANCE SHEET JUNE 30, 1957**

**EXHIBIT "A"**

| ASSETS   |                   |                    | LIABILITIES   |                 |                  |
|--|-------------------|--------------------|---|-----------------|------------------|
| <b>CASH—UNRESTRICTED</b>   |                   |                    | <b>ACCOUNTS AND ADVANCES PAYABLE</b>                                    |                 |                  |
| State Road License and Miscellaneous Funds.....  | \$ 5,343,771.83   |                    | Unrestricted Funds:   |                 |                  |
| Outdoor Advertising Funds.....   | 48,606.38         |                    | General Obligation—Primary System.....                                  | \$ 245,515.56   |                  |
| Truck Weight Inspection and Regulation Fund.....   | 277,541.08        |                    | Contractor's Retainage—Primary System.....                              | 2,709,394.87    |                  |
| Federal Trust Fund.....  | 0.00              |                    | Federal Advance—Primary System.....                                     | 0.00            | \$ 2,954,910.43  |
| State Trust Fund.....  | 25,000.00         | \$ 5,694,919.29    |   |                 |                  |
| <b>CASH—RESTRICTED</b>   |                   |                    | <b>RESTRICTED FUNDS:</b>  |                 |                  |
| County Secondary Funds.....  | \$13,180,299.14   |                    | Contractor's Retainage—Secondary System.....                            | \$ 369,108.16   |                  |
| Florida State Development Commission County Bond Funds and County Bond Funds.....                    | 16,880,451.30     |                    | Contractor's Retainage—Bond System.....                                 | 681,281.39      | \$ 1,050,389.55  |
| Cancelled Warrant Reserve.....   | 31,109.45         |                    |   |                 |                  |
| Courty Bridge and Toll Fund.....   | 103.80            |                    | <b>RESERVES</b>   |                 |                  |
| Oversens Road and Toll Bridge District Reserve.....  | 65,110.49         | 30,157,074.18      | Cancelled Warrant Reserve.....  | \$ 31,109.45    |                  |
|  |                   |                    | Santa Rosa Island Authority—Operating Fund.....                         | 103.80          |                  |
|  |                   |                    | Oversens Road and Toll Bridge District Reserve.....                     | 65,110.49       | 96,323.74        |
| <b>RECEIVABLE EARNED</b>   |                   |                    |   |                 |                  |
| Due from Public Road Administration—   |                   |                    | <b>FREE SURPLUS</b>   |                 |                  |
| For Work Completed.....  | \$ 1,558,328.91   |                    | Primary System:   |                 |                  |
| For Work Underway.....   | 3,180,370.59      |                    | Cash and Current Receivables in Excess of Current Accounts Payable..... | \$ 7,478,708.30 |                  |
|  |                   | \$ 4,738,699.50    | Accounts Receivable from Toll Facilities—Deferred.....                  | 2,044,684.14    |                  |
| Due from Toll Facilities—Deferred.....   | 2,044,684.14      | 6,783,383.64       |   | \$ 9,523,392.50 |                  |
|  |                   |                    | Secondary System:   |                 |                  |
| <b>CAPITAL INVESTMENT</b>  |                   |                    | Cash in Excess of Current Accounts Payable.....                         | 12,811,190.98   |                  |
| *Construction of General Highway System.....   | \$ 923,749,517.24 |                    | Bond System:  |                 |                  |
| Less: Amount of Future Payments in Connection with existing Bridge and Road Purchase Agreements..... | 146,482,586.04    |                    | Cash in Excess of Current Accounts Payable.....                         | 16,199,169.91   |                  |
|  | \$777,266,931.20  |                    | Total Free Surplus.....   |                 | \$ 38,533,753.34 |
| Inventories.....   | 8,642,141.52      |                    |   |                 |                  |
| Accounts Receivable—Current.....   | 41,800.33         |                    |   |                 |                  |
| Right of Way Payments to Registry of Court.....  | 11,000,405.85     | 800,838,250.91     |   |                 |                  |
|  |                   |                    |   |                 |                  |
| <b>CAPITAL EXPENSE</b>   |                   |                    |   |                 |                  |
| Maintenance and Traffic.....   | \$ 168,743,870.47 |                    |   |                 |                  |
| Division of Traffic and Planning.....  | 1,961,493.56      |                    |   |                 |                  |
| Research Program.....  | 10,000.00         |                    |   |                 |                  |
| General Administrative Expense.....  | 14,109,519.01     | 184,824,883.04     |   |                 |                  |
|  |                   |                    |   |                 |                  |
| <b>MISCELLANEOUS</b>   |                   |                    |   |                 |                  |
| State Planning Board.....  | \$ 171,781.93     |                    |   |                 |                  |
| Division of Airways.....   | 125,002.04        |                    |   |                 |                  |
| Florida Highway Advisory Committee.....  | 6,721.45          |                    |   |                 |                  |
| Division of Outdoor Advertising.....   | 287,965.89        |                    |   |                 |                  |
| Audit State Road Department.....   | 76,714.43         |                    |   |                 |                  |
| Special County Audit—1941.....   | 51,215.47         |                    |   |                 |                  |
| Turnpike Authority.....  | 645,588.43        |                    |   |                 |                  |
| Jacksonville Expressway Authority.....   | 209,651.59        |                    |   |                 |                  |
| County Tire Purchases.....   | 112,704.53        |                    |   |                 |                  |
| Florida Development Commission.....  | 280,399.07        |                    |   |                 |                  |
| Testing for Everglades National Park.....  | 42.36             |                    |   |                 |                  |
| Special Survey—U. S. No. 1.....  | 39,384.75         |                    |   |                 |                  |
| Funds Diverted to General Revenue.....   | \$ 13,213,732.68  | 15,220,604.62      |   |                 |                  |
|  |                   | \$1,043,519,115.68 |   |                 |                  |
|  |                   |                    | *CAPITAL SURPLUS.....   |                 | 1,000,883,738.57 |
|  |                   |                    |   |                 | 1,043,519,115.68 |

\* The figures here shown indicate accumulated historic investment by the Department since it was first organized, but do not represent the actual cost nor physical valuation of existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with facts then disclosed.

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**STATE ROAD DEPARTMENT OF FLORIDA — FISCAL DIVISION**  
**BALANCE SHEET JUNE 30, 1958**

**EXHIBIT "B"**

| ASSETS  |                    | LIABILITIES  |                    |
|---|--------------------|--|--------------------|
| <b>CASH—UNRESTRICTED</b>  |                    | <b>ACCOUNTS AND ADVANCES PAYABLE</b>                               |                    |
| State Road License and Miscellaneous Funds  | \$ 135,602.96      | Unrestricted Funds:  |                    |
| Outdoor Advertising Fund  | 75,910.47          | General Obligations—Primary System                                 | \$ 879,197.38      |
| Truck Weight Inspection and Regulation Fund   | 284,340.13         | Contractor's Retainage—Primary System                              | 2,683,491.97       |
| Federal Trust Fund  | 5,152,187.00       | Federal Advance—Primary System                                     | 8,000,000.00       |
| State Trust Fund  | 25,000.00          | Advances Payable—City of Hallandale                                | 500,000.00         |
|   | \$ 5,673,040.56    |  | \$12,053,689.35    |
| <b>CASH—RESTRICTED</b>  |                    | <b>RESTRICTED FUNDS:</b>   |                    |
| County Secondary Funds  | \$17,543,622.99    | Contractor's Retainage—Secondary System                            | \$ 572,177.22      |
| Florida State Development Commission County Bond Funds  | 6,678,161.43       | Contractor's Retainage—Bond System                                 | 623,859.13         |
| Cancelled Warrant Reserves  | 130,134.23         |  | 1,196,036.35       |
| County Bridge and Toll Fund   | 50.00              |  |                    |
| Oversens Road and Toll Bridge District Reserve  | 66,510.49          |  |                    |
|   | 24,418,479.14      |  |                    |
| <b>RECEIVABLES EARNED</b>   |                    | <b>RESERVES</b>  |                    |
| Due from Public Roads Administration  |                    | Cancelled Warrant Reserve  | \$ 130,134.23      |
| For Work Completed  | \$ 1,843,987.71    | Santa Rosa Island Authority—Operation Fund                         | 30.00              |
| For Work Underway   | 30,626,467.34      | Oversens Road and Toll Bridge District Reserve                     | 66,510.49          |
|   | \$32,470,455.05    |  | 196,674.72         |
| Due from Toll Facilities—Deferred   | 2,397,084.93       |  |                    |
|   | 34,867,539.98      |  |                    |
| <b>CAPITAL INVESTMENT</b>   |                    | <b>FREE SURPLUS</b>  |                    |
| *Construction of General Highway System   | \$ 992,653,155.80  | Primary System:  |                    |
| Less: Amount of Future Payments in Connection with existing Bridge and Road Purchase Agreements | 105,434,510.35     | Cash and Current Receivables in Excess of Current Accounts Payable | \$ 26,089,896.28   |
|   | \$ 887,218,645.45  | Accounts Receivable from Toll Facilities—Deferred                  | 2,397,084.93       |
| Equipment and Buildings   | 9,320,932.33       |  | \$ 28,486,981.21   |
| Inventories   | 4,302,588.42       | Secondary System:  |                    |
| Accounts Receivable—Current   | 41,800.33          | Cash in excess of Current Accounts Payable                         | 16,971,445.77      |
| Right of Way Payments to Registry of Court  | 7,895,551.16       | Bond System:   |                    |
|   | 908,779,517.09     | Cash in excess of Current Accounts Payable                         | 6,054,302.30       |
|   |                    | Total Free Surplus   | 51,512,639.28      |
| <b>CAPITAL EXPENSE</b>  |                    |  |                    |
| Maintenance and Traffic   | \$185,355,788.21   |  |                    |
| Division of Traffic and Planning  | 1,961,493.56       |  |                    |
| Research Program  | 10,000.00          |  |                    |
| General Administrative Expense  | 16,579,098.39      |  |                    |
|   | 203,906,380.07     |  |                    |
| <b>MISCELLANEOUS EXPENSE</b>  |                    |  |                    |
| State Planning Board  | \$ 171,781.93      |  |                    |
| Division of Airways   | 125,002.04         |  |                    |
| Florida Highway Advisory Committee  | 6,721.45           |  |                    |
| Division of Outdoor Advertising   | 287,665.89         |  |                    |
| Audit State Road Department   | 76,714.43          |  |                    |
| Special County Audit—1941   | 51,215.47          |  |                    |
| Turnpike Authority  | 992,776.69         |  |                    |
| Jacksonville Expressway Authority   | 265,410.04         |  |                    |
| County Tire Purchases   | 112,704.53         |  |                    |
| Florida Development Commission  | 280,399.07         |  |                    |
| Testing for Everglades National Park  | 42.36              |  |                    |
| Special Survey—U.S. No. 1   | 72,193.43          |  |                    |
| Funds Diverted to General Revenue   | 15,481,880.36      |  |                    |
|   | 17,924,507.69      |  |                    |
|   | \$1,195,569,465.15 |  |                    |
|   |                    | <b>*CAPITAL SURPLUS</b>  | 1,130,610,405.45   |
|   |                    |  | \$1,195,569,465.15 |

\* The figures here shown indicate accumulated historic investment by the Department since it was first organized, but do not represent the actual cost nor physical valuation of existing highway system maintained by the Department. Correct figures can be established only by an exhaustive physical inventory and adjustment to conform with facts then disclosed.

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**STATE ROAD DEPARTMENT OF FLORIDA — FISCAL DIVISION**  
**STATISTICAL STATEMENT SHOWING REVENUES FROM THE SEVERAL TAX FUNDS**  
**SINCE INAUGURATION OF STATE ROAD DEPARTMENT—OCTOBER, 1915, TO JUNE 30, 1958**

**SCHEDULE I**

|   | (1)<br>15% & 5%<br>General<br>Administrative<br>and Auto<br>License | (2)<br>State Tax<br>Ad Valorem | (3)<br>Federal<br>Government | (4)<br>Gasoline<br>Inspection<br>and Road<br>Maintenance<br>Fund | (5)<br>Gasoline<br>1c, 2c, 3c,<br>and 4c | (6)<br>County,<br>Cities and<br>Miscellaneous<br>Revenue | (7)<br>Second Gas Tax;<br>County Gas Tax<br>Surplus; and<br>County 7th Cent<br>Gas Tax | (8)<br>Toll<br>Revenues | (9)<br>Florida State<br>Improvement<br>Commission<br>and County<br>Bond Funds | Total              |
|---|---|--------------------------------|------------------------------|--|--|--|--|-------------------------|---|--------------------|
| November and December 1915                | \$ 3,646.90   |                                |                              |  |  |  |  |                         |   | \$ 3,646.90        |
| 1916                                      | 30,246.23   |                                |                              |  |  |  |  |                         |   | 30,246.23          |
| 1917                                      | 21,439.42   |                                |                              |  |  | 238.79   |  |                         |   | 21,678.21          |
| 1918                                      | 278,464.42  | 178,842.11                     | 9,972.55                     |  |  | 11,111.22  |  |                         |   | 478,390.30         |
| 1919                                      | 349,478.45  | 290,532.41                     | 11,759.19                    |  |  | 71,157.76  |  |                         |   | 722,927.81         |
| 1920                                      | 499,500.00  | 694,814.77                     | 709,060.84                   | 17,850.32  |  | 239,320.49   |  |                         |   | 1,660,546.42       |
| 1921                                      | 671,534.91  | 643,373.16                     | 490,308.38                   | 55,824.74  | 228,066.41                               | 111,708.76   |  |                         |   | 2,200,806.36       |
| 1922                                      | 1,074,352.71  | 396,206.19                     | 842,965.84                   | 80,803.14  | 601,336.71                               | 580,716.92   |  |                         |   | 3,576,381.51       |
| 1923                                      | 1,394,528.58  | 427,243.17                     | 829,063.74                   | 91,884.70  | 1,261,845.08                             | 515,988.35   |  |                         |   | 4,511,553.62       |
| 1924                                      | 1,688,697.87  | 424,392.88                     | 1,071,287.04                 | 196,327.06   | 2,448,855.49                             | 879,219.83   |  |                         |   | 6,708,780.17       |
| 1925                                      | 2,471,495.80  | 505,109.94                     | 1,680,574.24                 | 249,308.01   | 4,355,634.61                             | 1,689,850.43   |  |                         |   | 10,351,979.03      |
| 1926                                      | 4,713,662.91  | 524,426.09                     | 1,007,484.16                 | 410,842.46   | 8,636,358.93                             | 614,137.61   |  |                         |   | 15,006,912.16      |
| 1927                                      | 4,523,634.31  | 132,566.97                     | 1,888,401.62                 | 388,688.75   | 8,243,691.18                             | 4,426,113.03   |  |                         |   | 19,403,995.86      |
| 1928                                      | 3,429,339.97  | 4,649.30                       | 872,513.91                   |  | 6,770,508.10                             | 3,053,105.82   |  |                         |   | 14,130,117.10      |
| 1929                                      | 3,462,721.91  | 122.38                         | 529,766.72                   |  | 5,856,384.86                             | 1,623,768.92   |  |                         |   | 11,462,764.79      |
| 1930                                      | 3,376,477.03  | 283.16                         | 1,239,204.44                 |  | 4,527,699.18                             | 840,555.08   |  |                         |   | 9,975,218.80       |
| 1931                                      | 3,242,397.78  | 147.92                         | 2,831,807.33                 |  | 5,572,250.67                             | 384,858.21   |  |                         |   | 12,031,470.91      |
| 1932                                      | 927.85  | 7.11                           | 735,587.09                   |  | 6,350,235.99                             | 113,968.45   |  |                         |   | 7,200,697.39       |
| 1933                                      | 2,055.02  | 3.37                           | 3,392,259.89                 |  | 6,062,535.31                             | 140,567.17   |  |                         |   | 9,597,410.76       |
| 1934                                      |   | 5.73                           | 5,996,613.21                 |  | 6,990,935.43                             | 167,318.04   |  |                         |   | 13,151,872.41      |
| 1935                                      |   | 90                             | 2,587,674.89                 |  | 7,656,742.47                             | 53,915.27  |  |                         |   | 10,298,333.63      |
| 1936                                      |   | 3.25                           | 4,355,421.41                 |  | 8,539,279.15                             | 5,567.07   |  |                         |   | 12,900,270.88      |
| 1937                                      |   | 24.35                          | 3,070,182.52                 |  | 9,478,380.79                             | 37,069.91  |  |                         |   | 12,545,637.57      |
| 1938                                      |   | 04                             | 1,968,711.70                 |  | 9,771,785.53                             | 375,338.82   | 898,672.33   |                         |   | 12,814,508.42      |
| 1939                                      |   | 05                             | 2,975,513.95                 |  | 10,423,741.85                            | 393,648.66   | 2,593,429.82   |                         |   | 16,190,332.33      |
| 1940                                      |   |                                | 2,568,733.39                 |  | 11,540,956.72                            | 103,021.70   | 2,640,806.45   |                         |   | 16,853,618.26      |
| 1941                                      |   | 40                             | 1,996,813.36                 |  | 14,006,948.49                            | 3,704.49   | 3,831,094.01   |                         |   | 19,838,560.75      |
| 1942                                      |   |                                | 2,578,868.02                 |  | 10,496,070.19                            | 50,879.98  | 1,214,596.98   |                         |   | 14,342,415.17      |
| 1943                                      |   | 29                             | 5,110,180.56                 |  | 11,548,587.87                            | 43,556.26  | 549,318.98   |                         |   | 17,248,613.87      |
| 1944                                      |   |                                | 6,317,924.83                 |  | 12,377,431.56                            | 77,055.65  | 842,393.58   |                         |   | 19,614,805.62      |
| 1945                                      |   |                                | 1,399,512.18                 |  | 14,563,291.98                            | 111,615.18   | 1,107,359.23   |                         |   | 17,172,778.57      |
| 1946                                      |   |                                | 1,416,195.26                 |  | 20,507,036.27                            | 319,710.19   | 3,212,607.43   |                         |   | 25,455,549.15      |
| 1947                                      | 32,519.61   |                                | 3,926,657.71                 |  | 23,374,844.59                            | 298,209.00   | 3,291,728.35   |                         |   | 30,923,459.26      |
| 1948                                      |   |                                | 4,892,891.95                 |  | 25,402,567.61                            | 436,852.87   | 4,120,026.19   |                         | 8,192,659.84  | 43,034,908.46      |
| 1949                                      |   |                                | 4,098,503.97                 |  | 27,541,817.48                            | 245,407.87   | 5,205,440.15   | 6,770.50                | er. 307,311.06  | 36,790,638.91      |
| 1950                                      |   |                                | 4,628,239.09                 |  | 31,194,684.53                            | 403,724.21   | 12,185,391.74  | 25,102.06               | 26,370,248.56   | 74,807,390.19      |
| 1951                                      |   |                                | 9,628,816.43                 |  | 34,264,319.85                            | 616,203.61   | 13,957,870.00  | 3,305,473.61            | 16,843,070.02   | 78,615,753.52      |
| 1952                                      |   |                                | 6,752,210.23                 |  | 37,943,236.09                            | 541,461.04   | 16,233,029.12  | 1,127,426.12            | er. 510,775.00  | 62,086,587.51      |
| 1953                                      |   |                                | 6,701,705.40                 |  | 40,989,220.48                            | 700,772.04   | 18,704,394.42  | 1,267,014.25            | er. 40,383,166.77   | 27,979,939.83      |
| 1954                                      |   |                                | 9,572,261.46                 |  | 44,074,343.93                            | 693,808.28   | 20,564,464.49  | 1,972,789.16            | er. 174,842.75  | 76,732,524.87      |
| 1955                                      |   |                                | 12,700,621.07                |  | 48,757,649.25                            | 768,954.81   | 23,984,002.77  | 3,626,480.87            | 23,013,084.84   | 112,850,793.61     |
| 1956                                      |   |                                | 6,211,980.84                 |  | 28,165,151.18                            | 1,186,355.09   | 14,703,306.11  | 2,169,156.60            | er. 3,743,301.64  | 48,802,648.18      |
| Fiscal Year 1956-1957                     |   |                                | 19,362,730.70                |  | 56,690,190.83                            | 5,273,205.26   | 31,493,468.34  | 4,375,319.86            | 4,580,793.51  | 121,775,708.50     |
| Fiscal Year 1957-1958                     |   |                                | 20,946,657.94                |  | 60,166,058.35                            | 10,401,566.33  | 33,184,375.65  | 4,866,167.82            | 4,080,265.56  | 133,615,121.65     |
| To June 30 1958                           | \$31,267,121.68   | \$ 4,219,755.85                | \$168,561,519.95             | \$ 1,491,529.18  | \$667,378,643.90                         | \$38,415,092.48  | \$214,347,276.14   | \$22,741,700.85         | \$37,930,755.11   | \$1,180,353,305.14 |
| Disbursements November 1915-June 30, 1958 |   | 4,219,755.85                   | 163,409,332.95               | 1,491,529.18   | 667,762,219.93                           | 37,405,754.62  | 196,803,653.15   | 22,674,824.38           | 31,252,593.68   | 1,156,286,785.42   |
| Balance Revenue—June 30, 1958             | \$  | \$                             | \$ 5,152,187.00              | \$   | er. \$383,570.03                         | \$ 1,009,247.86  | \$17,543,622.99  | \$ 66,876.47            | \$ 6,678,161.43   | \$30,066,519.72    |
| Balance in State Trust Fund—Net           |   |                                |                              |  |  |  |  |                         |   | 25,000.00          |
| Total Cash Balance—June 30, 1958          | \$  | \$                             | \$                           | \$   | \$                                       | \$   | \$   | \$                      | \$  | \$30,091,519.72    |

**STATE ROAD DEPARTMENT OF FLORIDA  
FISCAL DIVISION  
ENCUMBRANCES TO JUNE 30, 1958**

|   | NET TO JULY 1, 1956 |        | ENCUMBRANCES JULY 1, 1956<br>TO JUNE 30, 1957 |                  | ENCUMBRANCES JULY 1, 1957<br>TO JUNE 30, 1958 |                  | NET TO DATE        |        |
|---|---------------------|--------|---|------------------|---|------------------|--------------------|--------|
|   | Debit               | Credit | Debit   | Credit           | Debit   | Credit           | Debit              | Credit |
| Construction of Roads and Lease-Purchases           | \$678,205,285.30    | \$     | \$113,648,767.40                              | \$14,387,121.50* | \$124,175,463.20                              | \$14,223,748.95* | \$887,218,645.45   | \$     |
| Maintenance and Traffic                             | 148,263,070.97      |        | 12,722,266.49                                 |                  | 15,964,253.94                                 |                  | 176,649,591.40     |        |
| Maintenance and Operation of Toll Roads and Bridges | 6,107,070.61        |        | 863,565.59                                    |                  | 930,896.91                                    |                  | 7,841,533.11       |        |
| Special Maintenance—County Roads                    | 783,249.64          |        | 64,647.17                                     |                  | 16,766.89                                     |                  | 864,663.70         |        |
| General Administrative Expense                      | 11,530,480.84       |        | 2,579,038.17                                  |                  | 2,469,579.29                                  |                  | 16,579,068.30      |        |
| Division of Traffic and Planning                    | 1,961,493.56        |        | 653,903.63                                    | 653,903.63       | 836,331.70                                    | 836,331.70       | 1,961,493.56       |        |
| Truck Weight Inspection                             |                     |        | 162,338.28                                    | 162,338.28       | 297,570.26                                    | 297,570.26       |                    |        |
| Workmen's Compensation                              |                     |        | 165,208.88                                    | 165,208.88       | 160,877.62                                    | 160,877.62       |                    |        |
| Division of Outdoor Advertising                     | 287,665.89          |        | 83,560.39                                     | 83,560.39        | 92,161.04                                     | 92,161.04        | 287,665.89         |        |
| Audit of State Road Department                      | 76,714.43           |        | 0.00  | 0.00             | 0.00  | 0.00             | 76,714.43          |        |
| Geological Survey                                   |                     |        | 11,335.04                                     | 11,335.04        | 30,035.70                                     | 30,035.70        |                    |        |
| Cost of Equipment, Land and Buildings               | 7,767,482.52        |        | 874,650.00                                    |                  | 678,790.81                                    |                  | 9,320,932.33       |        |
| Inventories and Undistributed Items                 | 2,918,735.40        |        | 968,236.61                                    |                  | 415,616.41                                    |                  | 4,302,588.42       |        |
| Accounts Receivable                                 | 41,800.33           |        | 0.00  | 0.00             | 0.00  | 0.00             | 41,800.33          |        |
| State Trust Fund                                    | 25,000.00           |        | 4,133,692.41                                  |                  | 4,607,736.71                                  |                  | 25,000.00          |        |
| Research Programs                                   | 10,000.00           |        | 53,353.50                                     | 53,353.50        | 77,050.35                                     | 77,050.35        | 10,000.00          |        |
| Engineering Training Program                        |                     |        | 248,437.59                                    | 248,437.59       | 299,526.96                                    | 299,526.96       |                    |        |
| State Planning Board                                | 171,781.93          |        | 0.00  | 0.00             | 0.00  | 0.00             | 171,781.93         |        |
| Division of Airways                                 | 125,002.04          |        | 0.00  | 0.00             | 0.00  | 0.00             | 125,002.04         |        |
| Florida Highway Advisory Committee                  | 6,721.45            |        | 0.00  | 0.00             | 0.00  | 0.00             | 6,721.45           |        |
| Special County Audit—1941                           | 51,215.47           |        | 0.00  | 0.00             | 0.00  | 0.00             | 51,215.47          |        |
| Turnpike Authority and Extension                    | 282,677.20          |        | 362,911.23                                    |                  | 347,188.26                                    |                  | 992,776.69         |        |
| Jacksonville Expressway Authority                   | 114,407.25          |        | 95,244.34                                     |                  | 55,758.45                                     |                  | 265,410.04         |        |
| Right-of-Way Payments to Registry of Court          | 6,345,859.16        |        | 4,664,546.69                                  |                  |   | 3,104,854.69     | 7,895,551.16       |        |
| County Tire Purchases                               | 112,704.53          |        |   |                  |   |                  | 112,704.53         |        |
| Florida Development Commission                      | 92,000.00           |        | 188,399.07                                    |                  |   |                  | 280,399.07         |        |
| Testing for Everglades National Park                | 42.36               |        | 0.00  |                  | 0.00  |                  | 42.36              |        |
| Special Survey—U.S. 1                               | 0.00                |        | 39,384.75                                     |                  | 32,808.68                                     |                  | 72,193.43          |        |
| Gross Encumbrances—Current Years                    | \$                  | \$     | \$126,548,237.42                              | \$               | \$132,096,255.91                              | \$               | \$                 | \$     |
| Less: Miscellaneous Sales, etc. (Refunds)           |                     |        | 4,133,692.41                                  |                  | 4,607,736.71                                  |                  |                    |        |
| Net Encumbrances                                    | \$865,280,460.88    | \$     | \$122,414,545.01                              | \$               | \$127,458,519.20                              | \$               | \$1,115,153,525.09 | \$     |
| General Revenue—Handling Charges                    | 11,969,738.46       |        | 1,243,994.22                                  |                  | 2,298,147.68                                  |                  | 15,481,880.36†     |        |
|   | \$877,250,199.34    | \$     | \$123,658,539.23                              | \$               | \$129,726,666.88                              | \$               | \$1,130,635,405.45 | \$     |

\* Cost of Construction performed for the Florida State Development Commission which is paid from Bond Funds.

† Handling Charges on State Funds under Chapter 20890, Acts of 1941, \$14,096,281.48; Funds diverted, \$1,385,598.88.

STATE ROAD DEPARTMENT OF FLORIDA  
FISCAL DIVISION  
CASH STATEMENT—JULY 1, 1956 TO JUNE 30, 1958

SCHEDULE 3

| Receipts              | State and<br>Federal Trust<br>Funds | County<br>Secondary<br>Funds | Gasoline<br>License and<br>Other Funds | Outdoor<br>Advertising<br>Fund | Holmes County<br>Maintenance<br>Fund | FDC, FSIC,<br>and County<br>Bond Funds | Toll Funds      | Total            |
|-----------------------|-------------------------------------|------------------------------|--|--------------------------------|--------------------------------------|--|-----------------|------------------|
| Balance July 1, 1956  | \$ 779,108.10                       | \$15,326,624.63*             | \$15,490,868.61                        | \$ 29,594.57                   | \$ 4,572.18                          | \$10,404,292.80                        | \$ 86,926.47    | \$42,121,986.36  |
| Receipts 1956-1957    | 19,362,730.70                       | 31,493,468.34                | 60,786,066.37                          | 101,809.77                     | 65,313.59                            | 4,580,793.51                           | 4,375,319.86    | 120,765,502.14   |
| Available 1956-1957   | \$20,141,838.80                     | \$46,820,092.97              | \$76,276,934.98                        | \$ 131,403.34                  | \$ 69,885.77                         | \$14,985,086.31                        | \$ 4,462,246.33 | \$162,887,488.50 |
| Disbursements         | 20,116,838.80                       | 33,639,793.83                | 70,565,801.43                          | 82,796.96                      | 63,486.47                            | cr. 1,895,364.99                       | 4,462,142.53    | 127,035,495.03   |
| Balance June 30, 1957 | \$ 25,000.00                        | \$13,180,299.14              | \$ 5,711,133.55                        | \$ 48,606.38                   | \$ 6,369.30                          | \$16,880,451.30                        | \$ 103.80       | \$35,851,993.47  |
| Receipts 1957-1958    | 28,946,657.94†                      | 33,184,375.65                | 70,148,454.01                          | 113,337.60                     | 16,078.79                            | 4,050,295.56                           | 4,866,167.82    | 141,325,367.37   |
| Available 1957-1958   | \$28,971,657.94                     | \$46,364,674.79              | \$75,859,587.56                        | \$ 161,943.98                  | \$ 22,478.09                         | \$20,930,746.86                        | \$ 4,866,271.62 | \$177,177,360.84 |
| Disbursements         | 23,794,470.94                       | 28,821,051.80                | 75,242,969.73                          | 86,033.51                      | 22,478.09                            | 14,252,585.43                          | 4,866,221.62    | 147,085,841.12   |
|                       | \$ 5,177,187.00                     | \$17,543,622.99†             | \$ 616,587.83                          | \$ 75,910.47                   | \$ 0.00                              | \$ 6,678,161.43                        | \$ 50.00        | \$30,091,519.72  |

\* Includes \$ 3,801,656.25 invested funds.

† Includes \$11,068,210.76 invested funds.

‡ Includes \$ 8,000,000.00 advances from Bureau of Public Roads.

**STATE ROAD DEPARTMENT OF FLORIDA—FISCAL DIVISION**  
**COUNTY SECONDARY FUNDS**  
**CASH STATEMENT JULY 1, 1956 TO JUNE 30, 1958**

SCHEDULE 4

|              | Balance<br>June 30, 1956 | 1956-57          |                  | Balance<br>June 30, 1957 | 1957-58          |                  | Balance           |
|--------------|--------------------------|------------------|------------------|--------------------------|------------------|------------------|-------------------|
|              |                          | Receipts         | Disbursements    |                          | Receipts         | Disbursements    |                   |
| Alachua      | \$ 77,340.54             | \$ 327,106.33    | \$ 498,142.62    | \$ 106,304.25            | \$ 777,561.83    | \$ 909,362.36    | \$ 25,496.28 er   |
| Baker        | 99,129.12                | 166,881.49       | 84,550.41        | 181,460.20               | 178,008.33       | 178,249.07       | 181,219.46        |
| Bay          | 225,465.58               | 473,983.73       | 373,466.25       | 325,983.06               | 518,243.11       | 876,511.76       | 32,285.59 er      |
| Bradford     | 138,171.29 er            | 255,764.98       | 255,072.63       | 97,478.94 er             | 172,372.18       | 95,980.70        | 21,087.46 er      |
| Brevard      | 670,458.50               | 455,256.30       | 228,467.90       | 867,247.10               | 485,226.93       | 935,989.87       | 456,484.16        |
| Broward      | 157,140.34               | 662,649.60       | 426,887.77       | 362,902.17               | 710,959.78       | 583,287.32       | 520,574.63        |
| Calhoun      | 91,518.67                | 161,271.11       | 198,431.72       | 54,358.06                | 172,142.44       | 141,848.73       | 84,651.77         |
| Charlotte    | 207,463.59               | 223,226.56       | 221,830.50       | 208,859.65               | 233,567.64       | 21,054.71        | 421,402.58        |
| Citrus       | 51,151.98                | 202,672.50       | 44,532.27        | 209,292.21               | 221,363.98       | 226,216.92       | 204,439.27        |
| Clay         | 141,659.48               | 291,010.64       | 149,848.51       | 282,821.61               | 309,240.78       | 287,477.06       | 304,585.33        |
| Collier      | 806,704.88               | 624,261.06       | 777,211.42       | 47,754.32                | 660,074.59       | 999,763.00       | 338,065.51        |
| Columbia     | 73,302.66                | 335,062.01       | 304,781.82       | 107,382.85               | 357,646.51       | 489,490.35       | 34,260.99 er      |
| Dade         | 1,605,844.06             | 2,573,411.90     | 4,507,950.74     | 328,694.78 er            | 2,749,429.09     | 790,512.18       | 1,630,222.13      |
| De Soto      | 11,711.51                | 199,453.71       | 153,317.11       | 57,848.11                | 215,688.59       | 190,079.23       | 83,457.47         |
| Dixie        | 15,701.18 er             | 213,436.08       | 87,429.31        | 110,305.59               | 211,361.18       | 220,331.39       | 101,335.38        |
| Duval        | 277,709.16               | 1,999,267.80     | 2,309,791.88     | 32,814.92 er             | 2,128,349.72     | 1,937,816.57     | 157,718.23        |
| Escambia     | 446,253.95               | 900,975.69       | 928,336.06       | 418,903.58               | 957,295.30       | 1,022,276.30     | 273,922.58        |
| Flagler      | 188,338.52               | 166,690.52       | 103,467.86       | 101,391.18               | 183,164.60       | 276,550.00       | 87,999.60         |
| Franklin     | 23,977.69                | 112,444.44       | 355,408.80       | 107,378.67 er            | 227,188.43       | 36,071.75        | 63,738.01         |
| Gadsden      | 184,519.71               | 316,911.07       | 458,579.83       | 42,850.95                | 337,544.41       | 151,181.80       | 229,213.50        |
| Gilchrist    | 101,581.38 er            | 210,235.10       | 140,882.10       | 32,228.38 er             | 115,995.10       | 71,768.40        | 71,768.40         |
| Glades       | 110,888.08               | 221,484.42       | 13,116.59        | 319,255.91               | 236,196.30       | 326,951.09       | 228,501.12        |
| Gulf         | 60,576.84                | 175,684.24       | 142,917.35       | 92,343.73                | 187,349.34       | 159,476.77       | 121,216.30        |
| Hamilton     | 26,780.25                | 172,375.23       | 180,367.69       | 18,787.79                | 183,311.71       | 162,735.75       | 39,363.75         |
| Hardee       | 266,138.71               | 271,767.81       | 282,005.30       | 205,901.22               | 230,083.64       | 315,532.47       | 129,442.39        |
| Hendry       | 137,616.17               | 308,325.18       | 224,538.76       | 602.59                   | 328,712.59       | 244,270.25       | 6,044.95          |
| Hernando     | 108,689.51               | 71,200.78        | 140,842.55       | 33,047.45                | 75,487.26        | 19,706.11        | 88,828.89         |
| Hillsborough | 591,052.83               | 398,825.93       | 443,798.83       | 540,079.93               | 424,283.22       | 306,130.60       | 604,232.55        |
| Holmes       | 284,430.29               | 1,241,959.88     | 570,787.10       | 955,603.07               | 1,395,870.09     | 2,098,088.19     | 252,784.97        |
| Indian River | 148,030.15 er            | 332,939.26       | 200,170.68       | 24,261.57 er             | 205,467.58       | 116,379.56       | 64,826.45         |
| Jackson      | 91,955.35                | 198,268.43       | 313,415.14       | 23,191.36 er             | 212,947.22       | 49,170.24 er     | 238,926.10        |
| Jefferson    | 145,897.26               | 364,221.15       | 660,347.03       | 150,228.62 er            | 380,752.99       | 155,009.41       | 89,914.96         |
| Lake         | 87,783.99                | 324,688.77       | 11,187.77        | 74,079.10 er             | 111,844.84       | 79,867.15        | 79,867.15         |
| Lafayette    | 140,622.69               | 164,620.97       | 331,192.91       | 25,949.25 er             | 174,289.38       | 302,921.11       | 154,580.98 er     |
| Lee          | 1,041,795.05             | 712,887.05       | 913,360.80       | 841,321.24               | 776,779.25       | 451,118.01       | 1,166,982.48      |
| Leon         | 87,872.57                | 497,790.06       | 339,077.74       | 240,584.89               | 536,465.91       | 689,384.89       | 93,665.91         |
| Levy         | 89,707.07                | 506,154.11       | 299,280.47       | 296,580.71               | 541,753.63       | 477,421.03       | 390,913.31        |
| Liberty      | 151,722.35               | 507,347.64       | 516,079.39       | 142,960.60               | 542,869.59       | 419,663.51       | 266,196.68        |
| Madison      | 151,504.75               | 197,334.52       | 388,344.86       | 160,464.41               | 208,700.35       | 129,458.38       | 339,736.38        |
| Manatee      | 271,218.73               | 276,073.84       | 444,598.48       | 103,294.09               | 294,749.35       | 185,669.64       | 214,373.80        |
| Martin       | 91,296.61 er             | 556,632.34       | 381,867.57       | 83,458.12 er             | 489,779.27       | 531,027.35       | 42,210.04         |
| Monroe       | 103,165.96               | 728,266.83       | 876,501.30       | 45,068.51 er             | 780,367.37       | 898,284.81       | 162,985.95 er     |
| Nassau       | 111,084.35               | 231,720.87       | 270,100.58       | 72,704.64                | 250,590.32       | 250,524.18       | 72,770.68         |
| Okaloosa     | 1,077,883.03             | 702,563.32       | 573,253.45       | 1,207,192.90             | 758,709.01       | 204,789.70       | 1,761,112.21      |
| Okeechobee   | 25,656.67                | 252,133.81       | 218,640.70       | 59,149.78                | 268,941.27       | 169,606.55       | 158,484.50        |
| Orange       | 548,155.45               | 410,740.23       | 604,338.76       | 354,556.92               | 445,321.11       | 300,545.50       | 489,352.53        |
| Palm Beach   | 163,494.40               | 252,490.53       | 220,414.02       | 195,481.01               | 314,424.49       | 30,746.44        | 479,159.06        |
| Pasco        | 316,262.13               | 638,729.49       | 1,347,024.47     | 732,835.82               | 830,032.56       | 262,002.37       | 496,297.34        |
| Piellas      | 585,860.52               | 494,927.95       | 702,256.22       | 378,532.25               | 526,512.92       | 273,098.07       | 631,947.10        |
| Polk         | 598,023.83               | 1,461,185.93     | 1,743,635.97     | 315,573.79               | 1,567,491.13     | 717,434.75       | 1,165,630.17      |
| Putnam       | 342,360.91               | 380,950.43       | 682,790.63       | 40,520.71                | 423,107.07       | 183,183.09       | 280,444.69        |
| St. Johns    | 504,120.16               | 956,070.07       | 1,515,996.12     | 55,205.80 er             | 1,115,939.64     | 1,385,577.70     | 324,843.95 er     |
| St. Joseph   | 817,626.23               | 1,167,792.02     | 606,407.78       | 1,379,010.47             | 1,277,967.83     | 1,382,772.39     | 1,274,275.39      |
| St. Leon     | 183,322.83               | 301,183.11       | 128,135.92       | 356,370.02               | 360,964.77       | 335,968.22       | 181,366.57        |
| Santa Rosa   | 261,599.92               | 498,236.03       | 882,706.51       | 129,960.56 er            | 328,538.42       | 380,912.71       | 24,665.15         |
| Sebastian    | 66,051.00                | 358,433.74       | 79,041.37        | 245,443.37               | 282,240.84       | 252,155.97       | 242,528.24        |
| Seminole     | 83,638.40 er             | 449,788.53       | 328,338.55       | 37,811.58                | 391,381.98       | 224,566.40       | 204,627.16        |
| Sumter       | 170,900.24               | 268,960.49       | 38,948.34        | 400,912.39               | 275,537.81       | 320,231.54       | 356,218.66        |
| Tallahassee  | 189,727.56 er            | 430,055.65       | 229,707.17       | 10,620.92                | 263,136.04       | 48,372.18        | 225,384.78        |
| Taylor       | 59,803.78                | 275,384.35       | 118,735.00       | 216,453.13               | 295,999.10       | 219,607.79       | 219,607.79        |
| Union        | 80,827.70                | 293,074.39       | 157,332.46       | 186,569.63               | 314,476.92       | 116,250.35       | 384,706.20        |
| Volusia      | 164,733.26               | 550,652.59       | 350,326.67       | 84,059.19                | 475,338.47       | 438,338.47       | 823.73 er         |
| Wakulla      | 66,053.96 er             | 204,656.90       | 152,472.09       | 16,130.82                | 180,214.90       | 143,856.74       | 52,485.98         |
| Walton       | 249,825.22               | 843,447.48       | 1,013,323.49     | 79,949.21                | 914,584.66       | 1,388,205.82     | 308,671.95 er     |
| Washington   | 154,557.92               | 166,548.96       | 223,302.07       | 97,804.81                | 176,542.90       | 154,447.61       | 119,900.10        |
|              | 285,026.70               | 406,454.43       | 538,007.03       | 153,474.10               | 433,520.65       | 234,716.19       | 352,278.56        |
|              | 49,630.55                | 179,771.81       | 140,382.59       | 89,039.77                | 192,141.77       | 210,661.07       | 70,520.47         |
|              | \$ 15,326,624.63         | \$ 31,493,468.34 | \$ 33,630,793.83 | \$ 13,180,290.14         | \$ 33,184,375.65 | \$ 28,821,051.80 | \$ 17,543,622.99* |

\* \$11,008,210.76 invested in U.S. Treasury Bonds.

**STATE ROAD DEPARTMENT OF FLORIDA—FISCAL DIVISION**  
**STATEMENT OF ROAD AND BRIDGE LEASE—PURCHASE AGREEMENTS**  
**JULY 1, 1956 TO JUNE 30, 1958**

SCHEDULE 5

| COUNTY, CITY, OR DISTRICT                    | DESCRIPTION                                 | Balance<br>July 1, 1956 | 1956-1957   |                              | 1957-1958   |                              | Balance<br>June 30, 1958 |
|--|---|-------------------------|---|------------------------------|---|------------------------------|--------------------------|
|  |   |                         | Principal & Interest<br>to Maturity<br>Additional<br>Lease-Purchase<br>Agreements | Payments to<br>Sinking Funds | Principal & Interest<br>to Maturity<br>Additional<br>Lease-Purchase<br>Agreements | Payments to<br>Sinking Funds |                          |
| <b>Roads and Bridges</b>                     |   |                         |   |                              |   |                              |                          |
| City of Fort Lauderdale                      | Tenth Street Causeway                       | \$ 104,760.00           | \$  | \$ 9,240.00                  | \$  | \$ 9,000.00                  | \$ 86,520.00             |
| City of Fort Pierce                          | Indian River Bridge                         | 26,400.00               |   | 6,960.00                     |   | 6,720.00                     | 12,720.00                |
| City of St. Augustine                        | Bridge of Lions                             | 854,025.75              |   | 34,768.19                    |   | 34,965.59                    | 784,291.97               |
| Brevard County                               | Roads—U.S. 1                                | 6,254,250.00            |   | 133,000.00                   |   | 150,350.00                   | 5,970,900.00             |
| Calhoun County                               | Bloomington Bridge                          | 114,400.00              |   | 32,600.00                    |   | 31,800.00                    | 350,000.00               |
| Duval and Nassau Counties                    | Ocean Highway                               | 8,280,000.00            |   | 180,465.00                   |   | 112,628.36                   | 7,980,966.64             |
| Escambia County                              | Pensacola Bay Bridge                        | 764,275.00              |   | 122,337.50                   |   | 118,087.50                   | 623,850.00               |
| Santa Rosa Island Authority                  | Pensacola Beach Bridge                      | 1,662,189.48            |   | 91,153.74                    |   | 86,189.71                    | 1,484,846.03             |
| Flagler County                               | Roads—U.S. 1                                | 2,260,400.00            |   | 48,422.50                    |   | 48,422.50                    | 2,163,555.00             |
| Hillsborough County                          | Right-of-Way Purchases                      | 760,176.98              |   | 259,126.98                   |   | 245,137.70                   | 255,912.30               |
| Nassau County                                | Roads and Bridges                           | 1,735,000.00            | 40,673.31*  | 115,764.72                   |   | 128,983.39                   | 1,530,925.20             |
| Orange County                                | Right-of-Way Purchases                      | 531,958.32              |   | 130,237.97                   |   | 201,963.19                   | 199,757.16               |
| Palm Beach County                            | Singer Island Bridges                       | 476,822.00              |   | 41,538.00                    |   | 41,670.00                    | 393,594.00               |
| Palm Beach County                            | Flagler Memorial Bridge                     | 13,380.00               |   | 13,380.00                    |   | 0.00                         | 0.00                     |
| Palm Beach County                            | Lake Worth Bridge                           | 7,140.00                |   | 7,140.00                     |   | 0.00                         | 0.00                     |
| Palm Beach County                            | Boynton Bridge                              | 0.00                    |   | 0.00                         |   | 0.00                         | 0.00                     |
| Palm Beach County                            | Boca Raton Bridge                           | 4,725.00                |   | 4,725.00                     |   | 0.00                         | 0.00                     |
| St. Johns County                             | Roads—U.S. 1                                | 6,124,432.50            |   | 132,532.50                   |   | 135,842.50                   | 5,856,057.50             |
| Seminole County                              | Right-of-Way Purchases                      | 202,196.92              |   | 57,971.92                    |   | 58,400.00                    | 85,825.00                |
| Volusia County                               | New Smyrna Beach Bridge                     | 1,095,184.50            |   | 40,404.50                    |   | 40,807.00                    | 1,013,913.00             |
| Volusia                                      | Ormond Beach Bridge                         | 710,000.00              |   | 30,000.00                    |   | 30,000.00                    | 650,000.00               |
| Volusia County                               | Roads—U.S. 1                                | 12,622,425.00           |   | 274,512.50                   |   | 274,512.50                   | 12,073,400.00            |
| Walton County                                | Choctawhatchee Bay Bridge                   | 90,540.00               |   | 32,060.00                    |   | 32,860.00                    | 31,620.00                |
|  | Total Roads and Bridges                     | \$ 45,000,681.45        | \$ 40,673.31  | \$ 1,804,301.02              | \$  | \$ 1,788,399.94              | \$ 41,448,653.80         |
| <b>F.S.L.C. and F.D.C. Roads and Bridges</b> |   |                         |   |                              |   |                              |                          |
| Baker County                                 | Roads                                       | \$ 465,305.00           | \$  | \$ 51,047.50                 | \$  | \$ 54,990.00                 | \$ 359,267.50            |
| Bradford County                              | Roads                                       | 1,290,000.44            |   | 94,051.47                    |   | 106,509.65                   | 1,066,039.32             |
| Broward County                               | Bridges                                     | 9,618,075.01            |   | 416,893.15                   |   | 459,807.54                   | 8,750,374.32             |
| Calhoun County                               | Roads                                       | 169,240.00              |   | 34,257.50                    |   | 36,022.50                    | 98,960.00                |
| Charlotte County                             | Roads                                       |                         |   |                              |   | 10,843.73                    | 10,843.73                |
| Columbia County                              | Roads                                       | 371,600.00              |   | 67,950.00                    |   | 68,769.00                    | 234,881.00               |
| Dade County                                  | Roads                                       |                         |   |                              |   | 67,917.00                    | 67,917.00                |
| De Soto County                               | Roads                                       |                         |   |                              |   | 66,448.90                    | 66,448.90                |
| Dixie County                                 | Roads                                       | 218,635.00              |   | 41,190.00                    |   | 40,105.00                    | 137,340.00               |
| Duval County                                 | Jacksonville Expressway                     | 36,111,198.88           | er 113,594.45   | 2,858,721.42                 | er 33,138,883.01†   | 0.00                         | 0.00                     |
| Flagler County                               | Roads                                       | 160,880.00              |   | 31,760.00                    |   | 33,215.00                    | 95,905.00                |
| Glenn County                                 | Roads                                       | 126,695.00              |   | 23,410.00                    |   | 23,103.25                    | 80,181.75                |
| Gulf County                                  | Roads                                       | 163,920.00              |   | 34,960.00                    |   | 33,285.75                    | 95,674.25                |
| Leon County                                  | Roads                                       | 29,400.00               |   | 29,400.00                    |   | 0.00                         | 0.00                     |
| Levy County                                  | Roads                                       | 1,376,520.00            |   | 166,400.00                   |   | 173,093.12                   | 1,036,126.88             |
| Liberty County                               | Roads                                       | 829,175.00              |   | 59,150.00                    |   | 58,641.25                    | 711,383.75               |
| Madison County                               | Roads                                       | 315,030.00              |   | 57,487.50                    |   | 57,507.25                    | 200,035.25               |
| Manatee County                               | Bridges                                     | 10,130,622.94           |   | 319,831.82                   | er 150,289.16†  | 437,799.06                   | 9,222,702.90             |
| Martin County                                | Bridges                                     | 3,715,836.26            |   | 130,753.30                   |   | 166,771.26                   | 3,418,311.70             |
| Palm Beach County                            | Roads and Bridges                           | 1,333,479.57            |   | 814,187.07                   |   | 74,554.30                    | 444,738.20               |
| Piellas and Manatee Counties                 | Lower Tampa Bay Bridges                     | 35,535,569.38           | er 1,772,930.00   | 2,717,463.96                 | er 1,334,493.75†  | 2,127,989.45                 | 27,582,672.22            |
| Suwannee County                              | Roads                                       | 18,000.00               |   | 18,000.00                    |   | 0.00                         | 0.00                     |
| Union County                                 | Roads                                       | 1,108,114.34            |   | 113,659.99                   |   | 122,606.71                   | 871,847.64               |
| Wakulla County                               | Roads                                       | 169,240.00              |   | 34,320.00                    |   | 36,012.25                    | 98,907.75                |
| Hillsborough County (1076-100)               | Right-of-Way Purchases                      |                         |   |                              |   | 41,000.00                    | 521,000.00               |
| Hillsborough County (1077-100)               | Right-of-Way Purchases                      |                         |   |                              |   | 552,500.00                   | 540,687.50               |
| Lee County                                   | Roads                                       |                         | 3,500,000.00  | 161,812.45                   | er 717,477.50   | 31,474.30                    | er 31,474.30             |
| Orange County                                | Roads                                       |                         | 5,096,577.50  | 149,446.18                   |   | 16,275.05                    | 2,604,435.00             |
| Palm Beach County                            | Roads                                       |                         |   |                              |   | 501,411.62                   | 4,445,719.70             |
| Sarasota County                              | Roads and Bridges                           |                         | 2,000,000.00  | 19,308.34                    | er 335,875.00   | 99,467.81                    | 1,545,348.85             |
|  | Total F.S.L.C. and F.D.C. Roads and Bridges | \$ 103,233,136.82       | \$ 8,710,033.05   | \$ 8,445,461.65              | er \$34,562,518.42  | \$ 4,949,333.25              | \$ 63,985,856.55         |
|  | Total Lease Purchase Agreements             | \$ 148,233,818.27       | \$ 8,750,706.36   | \$ 10,249,762.67             | er \$34,562,518.42  | \$ 6,737,733.19              | \$105,434,510.35         |

\* Direct payment from County Surplus as authorized by Road Board August 24, 1956.

† Adjustments for interest requirements and bonds retired before maturity.

‡ Adjustment to reflect refinancing of Jacksonville Expressway and assumption of liability by the Authority.

## STATE ROAD DEPARTMENT OF FLORIDA

## SCHEDULE 6

## FISCAL DIVISION

## STATISTICAL STATEMENT OF CONSTRUCTION AND MAINTENANCE COSTS

## SINCE INAUGURATION OF STATE ROAD DEPARTMENT

OCTOBER 1915 TO JUNE 30, 1958

|           | Construction of<br>Roads and Bridges | Maintenance of<br>Roads and Bridges <sup>1</sup> | Total               |
|-----------|--------------------------------------|--|---------------------|
| Year 1915 | \$ 61,026.67                         | \$ 40,737.62                                     | \$ 101,764.29       |
| Year 1916 | 350,884.15                           | 126,295.60                                       | 477,179.75          |
| Year 1917 | 684,433.89                           | 241,160.27                                       | 925,594.13          |
| Year 1918 | 1,105,120.58                         | 378,663.06                                       | 1,483,783.64        |
| Year 1919 | 2,575,265.01                         | 172,054.58                                       | 2,747,319.59        |
| Year 1920 | 3,293,744.81                         | 423,823.10                                       | 3,717,567.91        |
| Year 1921 | 5,692,410.26                         | 516,975.44                                       | 6,209,385.70        |
| Year 1922 | 6,770,254.26                         | 738,424.96                                       | 7,508,679.22        |
| Year 1923 | 10,448,845.94                        | 1,831,231.57                                     | 12,280,077.51       |
| Year 1924 | 19,294,836.34                        | 2,555,025.74                                     | 21,849,862.08       |
| Year 1925 | 11,383,282.51                        | 1,895,804.86                                     | 13,279,087.37       |
| Year 1926 | 7,941,678.87                         | 1,415,921.12                                     | 9,357,599.99        |
| Year 1927 | 6,929,389.31                         | 1,604,929.34                                     | 8,534,318.65        |
| Year 1928 | 8,785,160.31                         | 2,586,055.52                                     | 11,371,215.83       |
| Year 1929 | 4,784,137.08                         | 2,273,469.03                                     | 7,057,606.11        |
| Year 1930 | 29,293,388.25 <sup>2</sup>           | 2,801,955.65 <sup>3</sup>                        | 32,095,343.90       |
| Year 1931 | 9,287,943.54                         | 3,569,846.32 <sup>4</sup>                        | 12,857,789.86       |
| Year 1932 | 7,650,467.99                         | 3,702,047.02                                     | 11,352,515.01       |
| Year 1933 | 9,664,736.28                         | 4,341,152.99                                     | 14,005,889.27       |
| Year 1934 | 7,965,828.32                         | 3,577,098.10                                     | 11,542,926.42       |
| Year 1935 | 6,056,929.36                         | 3,015,808.46                                     | 9,072,737.82        |
| Year 1936 | 10,798,050.22                        | 2,256,951.43                                     | 13,054,999.65       |
| Year 1937 | 12,602,271.25                        | 4,176,038.37                                     | 16,778,309.62       |
| Year 1938 | 11,590,160.91                        | 3,845,704.98                                     | 15,435,865.89       |
| Year 1939 | 9,085,907.64                         | 2,843,899.75                                     | 11,929,807.39       |
| Year 1940 | 11,682,484.10                        | 2,903,123.80                                     | 14,585,607.90       |
| Year 1941 | 13,309,583.47                        | 3,197,769.43                                     | 16,507,352.90       |
| Year 1942 | 9,138,007.96                         | 3,714,095.81                                     | 12,852,103.77       |
| Year 1943 | 13,770,912.29                        | 4,544,560.15                                     | 18,315,472.44       |
| Year 1944 | 43,291,081.04 <sup>5</sup>           | 4,631,926.38 <sup>6</sup>                        | 47,923,007.42       |
| Year 1945 | 33,344,680.32                        | 8,404,102.73                                     | 41,748,783.05       |
| Year 1946 | 24,334,555.01                        | 7,739,726.64                                     | 32,074,281.65       |
| Year 1947 | 39,556,899.74                        | 9,044,089.41                                     | 48,600,989.15       |
| Year 1948 | 59,602,172.29 <sup>7</sup>           | 11,466,145.65 <sup>8</sup>                       | 71,068,317.94       |
| Year 1949 | 60,839,218.79                        | 10,784,723.78                                    | 71,623,942.57       |
| Year 1950 | 4,667,500.07 <sup>9</sup>            | 11,587,735.93 <sup>10</sup>                      | 16,255,235.99       |
| Year 1951 | 66,506,216.03 <sup>11</sup>          | 14,399,275.64                                    | 80,905,491.67       |
| Year 1952 | 69,246,268.13 <sup>12</sup>          | 13,417,676.45                                    | 82,663,944.58       |
| Year 1953 | 34,068,622.38 <sup>13</sup>          | 6,615,320.30                                     | 40,684,142.68       |
| Year 1954 | 99,061,645.90 <sup>14</sup>          | 13,590,479.25                                    | 112,652,125.15      |
| Year 1955 | 109,951,714.25 <sup>15</sup>         | 16,911,917.74                                    | 126,863,631.99      |
| Totals    | \$ 887,218,645.45                    | \$ 183,355,788.21                                | \$ 1,070,574,433.66 |

<sup>1</sup> Maintenance of Primary Roads; Secondary Roads; Toll Roads; and Special Maintenance in Holmes and Washington Counties.<sup>2</sup> Includes prior years cost of \$10,011,964.91.<sup>3</sup> Includes prior years cost of \$898,985.80.<sup>4</sup> \$10,121,587.89 prior years Maintenance Cost transferred to Construction.<sup>5</sup> Includes prior years Construction Cost for Overseas Road and Toll Bridge District of \$984,420.77.<sup>6</sup> Includes prior years Maintenance Cost for Overseas Road and Toll Bridge District \$1,452,580.70.<sup>7</sup> Adjusted for prior years Bond Fund Construction Costs of \$28,032,927.62; current year Bond Fund Construction Costs of \$12,688,785.58.

Also includes transfer from Maintenance of Overseas Road and Toll Bridge District of \$32,326.12.

<sup>8</sup> \$32,326.12 prior years Maintenance Cost transferred to Construction.<sup>9</sup> Adjusted for current year Bond Fund Construction Costs of \$6,661,250.83.<sup>10</sup> Adjusted for current year Bond Fund Construction Costs of \$8,895,204.96.<sup>11</sup> Adjusted for current year Bond Fund Construction Costs of \$6,330,154.26.<sup>12</sup> Adjusted for current year Bond Fund Construction Costs of \$14,587,121.50.<sup>13</sup> Adjusted for current year Bond Fund Construction Costs of \$14,223,748.95.